STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2023-03-16

MAYORAL COMMITTEE MEETING

WEDNESDAY, 2023-03-22 AT 10:00

TO The Executive Mayor, Ald G Van Deventer

The Deputy Executive Mayor, Cllr J Fasser

COUNCILLORS R Adams

Z Dalling

R du Toit
P Johnson
J Joon

L Nkamisa

C van Wyk

J Williams

Notice is hereby given that a Mayoral Committee Meeting will be held via **MS Teams** on **Wednesday, 2023-03-22 at 10:00** to consider the attached agenda.

EXECUTIVE MAYOR, ALD GM VAN DEVENTER

CHAIRPERSON

AGENDA

MAYORAL COMMITTEE MEETING

2023-03-22

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
1.	**OPENING AND WELCOME**	
2.	**COMMUNICATION**	
3.	**DISCLOSURE OF INTERESTS**	
4.	**APPLICATIONS FOR LEAVE OF ABSENCE**	
5.	**APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING**	
5.1	The minutes of the Mayoral Committee meeting: 2023-02-15 refers. **FOR CONFIRMATION**	4
6.	**STATUTORY MATTERS**	
6.1	ANNUAL REPORT OVERSIGHT REPORT 2021/22	26
6.2	DRAFT 1st REVIEW OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND THE IDP AND BUDGET PUBLIC PARTICIPATION MEETING SCHEDULE FOR APRIL 2023	499
6.3	TABLING OF THE REVISED CAPITAL EXPENDITURE FRAMEWORK	504
6.4	MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK 2023/2024-2025/2026	506
6.5	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR FEBRUARY 2023	519
7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER]**	
7.1	**PROTECTION SERVICES: [PC:]**	
	NONE	521
7.2	**YOUTH, SPORTS AND CULTURE: [PC: CLLR R ADAMS]**	
	NONE	521
7.3	**CORPORATE SERVICES: [PC: CLLR L NKAMISA]**	
7.3.1	APPLICATION HORIZON HOUSE TO EXTEND LEASE: ERF 3722 AND PORTIONS OF ROAD RESERVE	522
7.3.2	REQUEST TO RELEASE ERF622 AND 62, STELLENBOSCH FOR RESTITUTIONA PURPOSES TO THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE	537
7.4	**FINANCIAL SERVICES: [PC: CLLR P JOHNSON]**	
	NONE	543

7.5	**HUMAN SETTLEMENTS: [PC: CLLR J FASSER]**	
7.5.1	THE ANNUAL REVIEW OF STELLENBOSCH MUNICIPALITY HOUSING PIPELINE FOR THE MTREF PERIOD OF 2023 – 2026	583
7.6	**INFRASTRUCTURE SERVICES: [PC: CLLR Z DALLING]**	
7.6.1	PROGRESS ON THE PROVISION OF A PUBLIC TRANSPORT SERVICE FOR STELLENBOSCH	698
7.6.2	LEASING OF EIKESTAD PARKING AREA, CONSIDERATION OF COMMENTS RECEIVED	727
7.6.3	LEASING A PORTION OF THE BERGZICHT TAXI RANK UPGRADE FOR THE DEVELOPMENT OF AN ELECTRIC MINIBUS TAXI (E-MBT'S) CHARGING FACILITIES	741
7.6.4	ACCEPTANCE OF THE FINAL REPORT OF THE MUNICIPAL ELECTRICITY MASTERPLAN (MEMP) ON ELECTRICITY PATHWAYS FOR STELLENBOSCH MUNICIPALITY: MINIMISING ELECTRICITY COSTS WHILST IMPROVING ENERGY SECURITY AND DECARBONIZING POWER SUPPLY	755
7.6.5	ACCEPTANCE OF STELLENBOSCH MUNICIPALITY'S ELECTRICITY RINGFENCING AND COST OF SUPPLY STUDY FINAL REPORT	885
7.6.6	STATUS UPDATE ON THE MAINTENANCE OF THE STELLENBOSCH WASTEWATER TREATMENT WORKS	986
7.6.7	REQUEST FOR APPROVAL OF THE DRAFT COMPREHENSIVE INTEGRATED TRANSPORT PLAN 2022-2026	990
7.7	**PARKS, OPEN SPACES AND ENVIRONMENT: [PC: CLLR J JOON]**	
	NONE	1273
7.8	**PLANNING: [PC: CLLR C VAN WYK]**	
7.8.1	PRECINCT PLAN: FUTURE DEVELOPMENT AND UTILIZATION OF THE RHENISH COMPLEX AND SURROUNDS	1274
7.8.2	APPROVAL OF THE FIRST DRAFT AMENDED MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF) AND TO OBTAIN COUNCIL APPROVAL FOR THE COMMENCEMENT OF THE PUBLIC PARTICIPATION PROCESS	1354
7.8.3	FEEDBACK ON THE PUBLIC PARTICPATION PROCESS ON THE REQUEST TO LEASE ERF 502 BH 1 AND 2, LYNEDOCH, STELLENBOSCH TO STELLENBOSCH UNIVERSITY FOR A EUROPEAN UNION FUNDED RESEARCH ENDEAVOUR	1427
7.9	**LOCAL ECONOMIC DEVELOPMENT AND TOURISM: [PC: CLLR R DU TOIT]**	
7.9.1	APPROVAL TO COMMENCE WITH THE PUBLIC PARTICIPATION PROCESS FOR THE ECONOMIC DEVELOPMENT STRATEGY FOR THE STELLENBOSCH MUNICIPALITY IN TERMS OF THE LOCAL GOVERNMENT: MUNICIPAL SYSTEMS ACT, NO 32 OF 2000 AND REGUALTIONS	143
7.10	**RURAL MANAGEMENT: [PC: CLLR J WILLIAMS]**	
	NONE	1492
7.11	**MUNICIPAL MANAGER**	
	NONE	1492
8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**	
	NONE	1492
9.	**URGENT MATTERS**	
		1492
10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**	

APPENDIX 1

Confirmation of Minutes: Mayoral Committee Meeting: 2023-02-15

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2023-02-15

MINUTES

MAYORAL COMMITTEE MEETING:

2023-02-15 AT 10:00

MINUTES

MAYORAL COMMITTEE MEETING

2023-02-15

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
1.	**OPENING AND WELCOME**	
2.	**COMMUNICATION**	
3.	**DISCLOSURE OF INTERESTS**	
4.	**APPLICATIONS FOR LEAVE OF ABSENCE**	
5.	**APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING**	
5.1	The minutes of the Mayoral Committee meeting: 2023-01-19 refers. **FOR CONFIRMATION**	2
6.	**STATUTORY MATTERS**	
6.1	FEBRUARY ADJUSTMENTS BUDGET FOR 2022/2023	2
6.2	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR JANUARY 2023	3
7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER]**	
7.1	**PROTECTION SERVICES: [PC:]**	
	NONE	4
7.2	**YOUTH, SPORTS AND CULTURE: [PC: CLLR R ADAMS]**	
7.2.1	FUTURE USE OF ERF 235, VAN DER STEL SPORT COMPLEX, STELLENBOSCH	4
7.3	**CORPORATE SERVICES: [PC: CLLR L NKAMISA]**	
7.3.1	POSSIBLE DISPOSAL OF ERF 4810 (3 SWAWELAAN) STELLENBOSCH	5
7.3.2	APPLICATION FOR THE CONSIDERATION OF THE SUBDIVISION AND TRANSFER OF PORTIONS OF ERF9190, STELLENBOSCH(TECHNOPARK)	7
7.4	**FINANCIAL SERVICES: [PC: CLLR P JOHNSON]**	
	NONE	9
7.5	**HUMAN SETTLEMENTS: [PC: CLLR J FASSER]**	
	NONE	9

7.6	**INFRASTRUCTURE SERVICES: [PC: CLLR Z DALLING]**	
	NONE	9
7.7	**PARKS, OPEN SPACES AND ENVIRONMENT: [PC: CLLR J JOON]**	
7.7.1	IDAS VALLEY / BOTMASKOP NATURE AREA ENVIRONMENTAL MANAGEMENT PLAN (FEBRUARY 2023)	10
7.8	**PLANNING: [PC: CLLR C VAN WYK]**	
7.8.1	REQUEST FOR THE APPOINTMENT OF THE NOMINATIONS TO SERVE ON THE STELLENBOSCH MUNICIPALITY CONSERVATION ADVISORY COMMITTEE (“CAC”)	12
7.8.2	REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS (“PPP”) IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY INCLUSIONARY ZONING (HOUSING) POLICY	14
7.8.3	EXTENSION OF TERM OF OFFICE OF THE MEMBERS OF THE STELLENBOSCH MUNICIPAL PLANNING TRIBUNAL (SMPT)	16
7.9	**LOCAL ECONOMIC DEVELOPMENT AND TOURISM: [PC: CLLR R DU TOIT]**	
	NONE	18
7.10	**RURAL MANAGEMENT: [PC: CLLR J WILLIAMS]**	
	NONE	18
7.11	**MUNICIPAL MANAGER**	
	NONE	18
8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**	
	NONE	18
9.	**URGENT MATTERS**	
		18
10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**	
	SEE PINK DOCUMENTATION	

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

Councillors: R Adams
Z Dalling
R du Toit
P Johnson
J Joon
L Nkamisa
C van Wyk
J Williams

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

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

****

1.	**OPENING AND WELCOME**

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

2.	**COMMUNICATION BY THE CHAIRPERSON**

The Chairperson, Executive Mayor said the dam levels of the province are lower than last year we need to communicate with the people that they need to start saving water as there are projections of a dry summer until June so our dams will not be full as it won't be raining.

(-)

The Chairperson, Executive Mayor said she was fortunate this morning to attend a Women's leaders conference with ladies from different countries to briefly welcome them in Stellenbosch.

(-)

3.	**DISCLOSURE OF INTERESTS**

NONE

4.	APPLICATIONS FOR LEAVE OF ABSENCE

NONE

5.	CONFIRMATION OF PREVIOUS MINUTES

The minutes of the Mayoral Committee Meeting held on 2023-01-19 were **confirmed as correct without any amendments.**

6.	STATUTORY MATTERS

6.1	FEBRUARY ADJUSTMENTS BUDGET FOR 2022/2023

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **15 February 2023**

1. SUBJECT: FEBRUARY ADJUSTMENTS BUDGET FOR 2022/2023

2. PURPOSE

To table the adjustments budget as envisaged by section 28 of the Municipal Finance Management Act (Act No.56 of 2003), for the 2022/2023 financial year, for approval.

The adjustments budget emanates from an additional Emergency Municipal Loadshedding Relief Grant allocation to the amount of R6 175 000, received from Western Cape Provincial Government (Department of Local Government, Environmental Affairs and Development Planning).

3. DELEGATED AUTHORITY

Approval is required by the Municipal Council.

4. EXECUTIVE SUMMARY

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

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 6.1

(a) that the Adjustments Budget for 2022/2023 as set out in **APPENDIX 1**, be approved;

(b) that that the Adjustments Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out **in APPENDIX 2**, be approved; and

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

6.2	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR JANUARY 2023

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **15 February 2023**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR JANUARY 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 2022/2023 to report the deviations to Council.

3. DELEGATED AUTHORITY

Council

FOR NOTING.

4. EXECUTIVE SUMMARY

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

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 6.2

that Council notes that there were no deviations listed for the month of January 2023.

FOR FURTHER DETAILS CONTACT:

NAME	Kevin Carolus
POSITION	***CFO***
DIRECTORATE	***Finance***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Kevin.Carolus@stellenbosch.gov.za***
REPORT DATE	02 February 2023

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

7.1	PROTECTION SERVICES: (PC:)

NONE

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

7.2.1	FUTURE USE OF ERF 235, VAN DER STEL SPORT COMPLEX, STELLENBOSCH

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **15 February 2023**

1. SUBJECT: FUTURE USE OF ERF 235, VAN DER STEL SPORT COMPLEX, STELLENBOSCH

2. PURPOSE

To provide Council with a brief summarization of the comments/inputs received from the public regarding the future use of Van der Stel Sport Complex.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

At the 29TH COUNCIL MEETING: 2019-07-24 a resolution was taken that Council notes that the Community Services Department will commence with the process to develop an alternative management model for the Van Der Stel Sport facility.

During the 8TH COUNCIL MEETING: 2022-10-26 OF STELLENBOSCH MUNICIPALITY, Council approved the information statement for public inputs in respect of Erf 235, known as VAN DER STEL SPORT COMPLEX, Stellenbosch.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 7.2.1

(a) that Council notes the comments/ inputs received from the community,

(b) that Council mandates the Department Community Services to compile specifications for the management of the Van der Stel Sport Complex by a management company; and

(c) that this matter came back to Council before end of the financial year.

7.3	CORPORATE SERVICES: (PC: CLLR L NKAMISA)

7.3.1	POSSIBLE DISPOSAL OF ERF 4810 (3 SWAWELAAN) STELLENBOSCH

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **15 February 2023**

1. SUBJECT: POSSIBLE DISPOSAL OF ERF 4810 (3 SWAWELAAN) STELLENBOSCH

2. PURPOSE

To inform Council that the previous sale was not concluded and to request to consider the disposal of erf 4810, Stellenbosch again through an auction.

3. DELEGATED AUTHORITY

For decision by Municipal Council.

4. EXECUTIVE SUMMARY

In May 2021 three properties being erven 4810 and 4811 (3 and 3A Swawelaan) as well as 6 Tinktinkie Street) were sold on auction as per a decision made by the Municipal council. Before the auctions the properties were used as rental properties for council employees and were vacant for a long period. When the employment contracts of the previous lessees ended, it was resolved not to lease the properties again to employees before a new council policy on allocation of rental housing to employees has been approved.

Stellenbosch Municipality is currently the registered owner of the three erven. Erven 4811 and 4812 are currently in the process of being transferred to the purchasers from the auction. Before transfer can take place the subdivision of the other erf needs to be finalised. In terms of the Council resolution the buyers are responsible for the costs of subdivision and the transferring attorney of one of the buyers will be dealing with the subdivision registration with the assistance from the Municipality.

Erf 4810 was however not sold since the purchaser did not pay the deposit for the property.

The property not worth more than R10 million. The general valuation recorded in 2021 was R1, 926,000.00 (One million nine hundred and twenty-six thousand rand) and it was sold at the auction for R2, 150,000.00 (Two million one hundred and fifty thousand rand).

After the auction StellCare indicated that they are interested to purchase the property for an orphanage. They were contacted on more than one occasion to make an offer so that offer can be brought to council for consideration. After contacting them again in the beginning of February 2023, they indicated they do not have the funds available to purchase the property. The municipality must pay a security company to provide security and it no longer has any purchase for the Municipality.

The provisions of the Asset transfer regulations were followed before the first auction took place and there is no need to repeat the process. The municipality has in the meantime appointed a service provider on tender to do auctions for the municipality.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 7.3.1

(a) that Council confirms that the property erf 4810 is not needed to provide minimum services as required in terms of the asset transfer regulations.

(b) that Council approves the disposal of the erf by public auction to the highest bidder at the auction at a market related price with a reserve set price determined not less than the price reached at the previous auction;

(c) that the buyer be responsible for the payment of the costs for the transfer of the erf from the mother erf (3721);

(d) that the municipality request a certificate of registered title as the property have not been registered as separate titles;

(e) that the new buyer be requested to take occupation of the erven as soon as warranties have been provided, but not later than 30 days after the warranties was provided;

(f) that the Municipal Manager be authorised to conclude the sale agreement after the auction provided that the sale price is not lower than the reserve price; and

(g) that the risk be transferred to the buyer on taking occupation.

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	***06-02-2023***

7.3.2	APPLICATION FOR THE POSSIBLE DISPOSAL OF A PORTION OF ERF 9190 STELLENBOSCH, (PROTEA HOTEL TECHNOPARK)

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **15 February 2023**

1. SUBJECT:APPLICATION FOR THE POSSIBLE DISPOSAL OF A PORTION OF ERF 9190 STELLENBOSCH, (PROTEA HOTEL TECHNOPARK)

2. PURPOSE

To inform Council about the application by Virdus works on behalf the Protea Hotel in Technopark for the possible disposal of a portion of erf 9190 Stellenbosch to the hotel. The hotel is encroaching on the municipality's property an adjustment to the hotel (erf 9190) and applied originally for an encroachment agreement. They were informed that it is not the correct vehicle to resolve the issue. They then applied for a selling of the land per private treaty and without following a public tender process. Subsequently Virdus Works become involved as the department was waiting for the finalisation of the property management framework before the application id brought to Mayco and Council.

3. DELEGATED AUTHORITY

For decision by Municipal Council.

4. EXECUTIVE SUMMARY

Protea Hotel constructed a building on their property (erf 9091), encroaching onto erf 9190 (municipal property).

They have tried to rectify the situation by proposing a land swap. This application, however was turned down by the Planning Tribunal, based on planning principles.

They applied for an encroachment, but it is not the correct legal vehicle to deal with an encroachment on property that is of a permanent nature. In such a case the correct process is to apply for a disposal of the land. Should council refuse the encroaching building work must be removed. The Protea Hotel is request the adjustment of the common boundary and to purchase the land they are encroaching on, from the Municipality.

An application has been received from Protea Hotel. The application by Virdus works on behalf the Protea Hotel in Technopark for the possible disposal of a portion of erf 9190 Stellenbosch to the hotel is in the form of a so-called appeal. The hotel is encroaching on the municipality's property an adjustment to the hotel (erf 9190) and applied originally for an encroachment agreement. They were informed that it is not the correct vehicle to resolve the issue. They then applied for a selling of the land per private treaty and without following a public tender process. The department was waiting for the finalisation of the property management framework before the application id brought to Mayco and Council.

If council do, consider selling the encroached area there will have to be a new subdivision. Land in this instance should also be sold at market value and Council must solicit the views of the public on the selling of the land without following an open and transparent procurement process. Council must also resolve that the land is not needed for core municipal function delivery in terms of section 33 of the Asset Transfer Regulations. Although they have indicated what their valuer is of the opinion the land is worth the municipality should determine the price at which the land is sold.

EXECUTIVE MAYORAL COMMITTEE: 2023-02-15: ITEM 7.3.2

RESOLVED

that this item be referred back for refinement.

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	***2023-02-10***

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

NONE

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

NONE

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

NONE

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

7.7.1	IDAS VALLEY / BOTMASKOP NATURE AREA ENVIRONMENTAL MANAGEMENT PLAN (FEBRUARY 2023)

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **15 February 2023**

1. SUBJECT: IDAS VALLEY / BOTMASKOP NATURE AREA ENVIRONMENTAL MANAGEMENT PLAN (FEBRUARY 2023)

2. PURPOSE

The Idas Valley / Botmaskop Nature Area[1] Environmental Management Plan (EMP) (February 2023) (**ANNEXURE A**) has been prepared to establish a distinct vision and overarching goal for the management of the subject area in context off, and giving effect to, the relevant legislation and associated regulations.

Following the Council resolution of August 2022 (included under section 6.6 below) a draft version of this document was advertised for public comment for a period of 21 days (**ANNEXURE B**). Comment received during this period (**ANNEXURE C**) has been considered (**ANNEXURE D**) resulting in the above document herewith presented to Council for approval.

3. DELEGATED AUTHORITY

For decision by the Council of Stellenbosch Municipality (the Municipality).

4. EXECUTIVE SUMMARY

The Idas Valley / Botmaskop Nature Area (NA) is located on the north-western boundary of Stellenbosch town, above Idas Valley. The Idas Valley portion of the NA is located north of the Helshoogte pass on the way to Pniel. Botmaskop is located south of the road, against the mountain side, as one exists Stellenbosch driving up the Helshoogte pass. The NA covers an area of ±425 ha of which the Idas Valley area consist of 335 ha. The area is mainly bordered by farmland, the urban area of Idas Valley to the south-west and the mountainous natural landscape towards the Jonkershoek Mountains in the south. The relevant property is municipal owned land zoned for agricultural use. Most of the area has been used for forestry purposes at some point. The Idas Valley Dam(s), which provides Stellenbosch town with potable water, is located within the NA.

Because of the area's location (close proximity relative to Stellenbosch- and other towns as well as the City of Cape Town), its topography, scenic quality and past use it is currently utilized for a number of purposes. These include:

Outdoor recreation: Having been a forestry area in the past the NA consists of a network of old service roads. The Old Helshoogte pass also cuts through the area. This infrastructure and the attributes of the area mentioned above makes the Idas Valley / Botmaskop NA a popular destination for cyclers, runners and hikers.

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[1] A **nature area** has no formal environmental protection status or proclamation as opposed to a **nature reserve** that has been declared as such in terms of, for example, the National Environmental Management: Protected Areas Act, 57 of 2003.

Wood making: The NA is invaded, partly due to its use as forest area in the past, by a number of alien vegetation species ranging from plants to mature trees. This provides a resource to local contractors collect firewood. Each year a number of permits (issued as per the Council approved tariff structure) that allows this activity within the Idas Valley area are issued by the Municipality. In terms of these permits the felling of trees are prohibited. Fallen- or trees felled by the Municipality is allowed to be processed.

Cultural / Agricultural use: The NA have, over the past 10 – 15 years, accommodated a number of uses associated with cultural rituals, tribal initiations and agriculture or plot farming.

Events: The Idas Valley / Botmaskop NA is the subject of numerous event applications, mainly associated with mountain-biking or trail-running.

Filming: The Municipality, from time-to-time, receives applications for filming or photoshoots within its nature areas, including the Idas Valley / Botmaskop NA.

Water provision: In the centre of the area are two catchment dams and associated Municipal infrastructure that plays an important role in providing Stellenbosch town with potable water. The use and maintenance of this infrastructure is important to make sure that water service delivery to the relevant dependant areas is provided.

To date the Idas Valley / Botmaskop NA has been managed without a formally approved EMP in place. Because of the area's ecological value, its value as public resource and its vulnerability to degradation due to past and present use it is important that an overarching management plan for the area be put in place to ensure that the Idas Valley / Botmaskop NA is managed in a sustainable manner.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 7.7.1

(a) that Council approves the Idas Valley / Botmaskop Nature Area Environmental Management Plan (February 2023) as the document to guide the management of the Idas Valley / Botmaskop Nature Area; and

(b) that the department ensure that a board that can advise council exists for this area

FOR FURTHER DETAILS CONTACT:

NAME	**Schalk van der Merwe**
POSITION	**Environmental Planner**
DIRECTORATE	**Community and Protection Services**
CONTACT NUMBERS	**021 808 8679**
E-MAIL ADDRESS	**schalk.vandermerwe@stellenbosch.gov.za**
REPORT DATE	**30 January 2023**

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

7.8.1	**REQUEST FOR THE APPOINTMENT OF THE NOMINATIONS TO SERVE ON THE STELLENBOSCH MUNICIPALITY CONSERVATION ADVISORY COMMITTEE ("CAC")**

Collaborator No: **743921**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **15 February 2023**

1. SUBJECT: REQUEST FOR THE APPOINTMENT OF THE NOMINATIONS TO SERVE ON THE STELLENBOSCH MUNICIPALITY CONSERVATION ADVISORY COMMITTEE ("CAC")

2. PURPOSE

To provide Council with the pertinent factors to consider the appointment of the members of the Conservation Advisory Committee as stipulated in Section 249 of the Stellenbosch Municipality Zoning Scheme Bylaw, 2019.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality Zoning Scheme requires the appointment of members to serve on the Stellenbosch Municipality Conservation Advisory Committee ("CAC") in terms of Section 249 of the said bylaw.

Section 249(3) of the said bylaw required that the ordinary rules and procedures be prescribed, such rules were adopted by Council on 28 July 2021 at its 44th Council Meeting, copy attached as **APPENDIX 1**, where the Terms of Reference were duly adopted, which included the guidelines for appointment of the members of the CAC. The Terms of Reference required the appointment of seven (7) members to serve on the CAC.

The Department has per the resolution of Council, therefore undertook the process to appoint the members of the CAC for an initial period of 12 months from the date of appointment.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 7.8.1

(a) that Council approve the appointment of the following nominations to serve on the Stellenbosch Municipality Conservation Advisory Committee ("CAC"):

- Petrus Jakobus Kruger Dekker (Stellenbosch)
- Johann Clemens Slee (Stellenbosch)
- Jan Raymond Dirk Bouma (Stellenbosch)
- Brian Henry Howard (Franschhoek)
- Piet Eduard Claassen (Stellenbosch)
- Rudia Pool-Stanvliet (Stellenbosch)
- Cornelia Hendrika Smart (Stellenbosch)

The applications of the nominees are attached as **APPENDIX 2** of this report.

(b) that Council approve that the above listed nominees be appointed for an initial period of 12-months from the date of acceptance of the nomination;

(c) that the nominees be remunerated at a rate of R1250.00 per nominee per hour for actual sitting with an estimated maximum 5 hours per sitting; and

(d) that Council approve the Code of Conduct for the members of the Stellenbosch Municipality Conservation Advisory Committee ("CAC"), attached as **APPENDIX 3** of this report.

FOR FURTHER DETAILS CONTACT:

NAME	Katherine Robinson
POSITION	Senior Heritage Planner
DIRECTORATE	Planning & Economic Development
CONTACT NUMBERS	021 808 8608
E-MAIL ADDRESS	Katherine.Robinson@stellenbosch.gov.za
REPORT DATE	30 January 2023

7.8.2	REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY INCLUSIONARY ZONING (HOUSING) POLICY

Collaborator No: 743926
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 15 February 2023

1. SUBJECT: REQUEST TO UNDERTAKE THE PUBLIC PARTICIPATION PROCESS ("PPP") IN RESPECT OF THE DRAFT STELLENBOSCH MUNICIPALITY INCLUSIONARY ZONING (HOUSING) POLICY

2. PURPOSE

To provide Council with the pertinent facts in order to approve that the draft Stellenbosch Municipality Inclusionary Zoning Policy be advertised for a period of sixty (60) days to obtain public comment in respect of the subject draft policy.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The draft policy document aims to support Stellenbosch Municipality and other key role players in delivering more high-quality affordable housing (also referred to as inclusionary housing) in well-located and priority development areas, creating a mix of income groups across new and infill developments in Stellenbosch Municipality promoting social and economic integration.

To deliver affordable housing within the Stellenbosch Municipality, available municipal spatial planning; and land use planning systems and land-based financing mechanisms were investigated and identified. This will be used in leveraging and incentivizing land value gains in spatially targeted areas for the creation public good (i.e. affordable housing) and to enable well performing settlements (i.e. integrated, inclusive, resilient, efficient) in order to address current development challenges and historical spatial imbalances/inequalities.

The spatial compact as envisaged and approved in the Stellenbosch Municipal Spatial Development Framework, 2019 and the Adam Tas Corridor Local Spatial Development Framework and Development Guidelines, 2022 of enabling inclusive, efficient, and an effective municipality by providing a wide choice of quality affordable housing to meet the needs of the community, widening the opportunities for homeownership, and creating flexibility and choice of tenures and price ranges for those who rent and seek the security of tenures.

In addition to facilitate and grow a strong partnership with the private sector in terms of delivering more quality affordable housing.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 7.8.2

(a) that Council takes note of the draft Stellenbosch Municipality Inclusionary Zoning Policy, attached as **APPENDIX 1** to this report, and

(b) that Council approves that the draft Stellenbosch Municipality Inclusionary Zoning Policy, be advertised for public comment for a period of sixty (60) days, whereafter same be resubmitted to Council for final consideration and subsequent approval in terms of the Local Government Municipal Systems Act No. 32 of 2000.

FOR FURTHER DETAILS CONTACT:

NAME	Chantel Hauptfleisch
POSITION	***Senior Spatial Planner***
DIRECTORATE	***Planning and Economic Development***
CONTACT NUMBERS	***021 808 8607***
E-MAIL ADDRESS	***Chantel.Hauptfleisch@stellenbosch.gov.za***
REPORT DATE	***02 February 2023***

7.8.3	EXTENSION OF TERM OF OFFICE OF THE MEMBERS OF THE STELLENBOSCH MUNICIPAL PLANNING TRIBUNAL (SMPT)

Collaborator No: 743940
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 15 February 2023

1. SUBJECT: EXTENSION OF TERM OF OFFICE OF THE MEMBERS OF THE STELLENBOSCH MUNICIPAL PLANNING TRIBUNAL (SMPT)

2. PURPOSE

To extend the term of office of the Stellenbosch Municipal Planning Tribunal (SMPT) to permit the conclusion of the current recruitment process for the identification and appointment of new members and term of office.

3. DELEGATED AUTHORITY

The extension of the term of office of the serving Municipal Planning Tribunal (MPT): **Council** by virtue of Delegation LUP57 for the appointment of the members of the MPT.

4. EXECUTIVE SUMMARY

In accordance with the decision of Council vide Item 11.8.1 dated 27 July 2022, the term of office of the current MPT members was extended to the end of February 2023 to allow for a process to recruit and appoint new members for a new term of office of the MPT.

As the response to the advertisement for the recruitment process was not satisfactory, the Municipal Manager sanctioned a re-advertisement. As the interviews and selection process still needs to be concluded, and the uninterrupted operation of the MPT needs to continue, it is the purpose of this report to present for consideration the further extension of the current term of office of the MPT.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-02-15: ITEM 7.8.3

that the term of office of the current serving Stellenbosch Municipal Planning Tribunal with the following serving members BE **EXTENDED** in terms of Section 73(1)(b) of the Stellenbosch Municipal Planning Bylaw (2015) for a period of three months or up until such time as the new term of office of the MPT is published, whichever comes first:

External Members:

(a) Dr. D.J. Du Plessis (Chairperson)
(b) Mrs. C. Havenga (Deputy Chairperson)
(c) Mr. C. Rabie
(d) Dr. R. Pool-Sanvliet
(e) Mr. E. Delport
(f) Mr. J. Knight
(g) Mrs. H. Crooijmans-Lemmer

Internal Members

a) Mr. M. Williams (Snr. Manager Legal Services)
b) Mr. A. van der Merwe (Snr. Manager Community Services
c) Mr. C. Alexander (Snr. Manager Development Planning
d) Mrs. M. Francis (Snr. Manager Infrastructure Planning, Development and Implementation)

FOR FURTHER DETAILS CONTACT:

NAME	Stiaan Carstens
POSITION	Senior Manager: Development Management
DIRECTORATE	Planning and Economic Development
CONTACT NUMBERS	021 808 8674
E-MAIL ADDRESS	Stiaan.carstens@stellenbosch.gov.za
REPORT DATE	6 February 2023

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

NONE

7.10	**RURAL MANAGEMENT: (PC: CLLR J WILLIAMS)**

NONE

7.11	**MUNICIPAL MANAGER**

NONE

8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**

NONE

9.	**URGENT MATTERS**

10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**

SEE PINK DOCUMENTATION

The meeting adjourned at 10:45

CHAIRPERSON: ……

DATE: ……

Confirmed on ……

6.	STATUTORY MATTERS

6.1	ANNUAL REPORT OVERSIGHT REPORT 2021/22

Collaborator No: **746217**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: ANNUAL REPORT OVERSIGHT REPORT 2021/22

2. PURPOSE

To submit to Council, the Annual Report Oversight Report 2021/22 for **Adoption**.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The draft Annual Report 2021/22 was referred by the Council, on 30 January 2023, to the Municipal Public Accounts Committee (MPAC) which fulfilled the function of the Oversight Committee. The appointment and mandate of the MPAC / Oversight Committee were informed as per the MFMA Circular 32 of 2006.

The MPAC members, including the two co-opted members, scrutinised the draft Annual Report 2021/22 and requested, where necessary, responses from the relevant Directorates. The draft Annual Report 2021/22 was objectively reviewed by the MPAC members to ascertain whether the draft Annual Report 2021/22 is a true and accurate reflection of the municipality's performance for the 2021/22 financial year.

The public was invited to attend a public hearing and to submit any representations on the draft Annual Report 2021/22. All the councillors were also invited to attend the public hearing and to deliberate on the draft Annual Report 2021/22.

No members of the community attended the public hearing.

5. RECOMMENDATIONS

(a) that the Council, having fully considered the Annual Report Oversight Report 2021/22 of the Stellenbosch Municipality, **ADOPTS** the Annual Report Oversight Report 2021/22;

(b) that the Council, having fully considered the Annual Report 2021/22, attached as **ANNEXURE B** to the Annual Report Oversight Report 2021/22, **APPROVES** the Annual Report 2021/22 without any reservations;

(c) that the Annual Report Oversight Report 2021/22 be made public in accordance with Section 129(3) of the MFMA, and;

(d) that the Annual Report Oversight Report 2021/22 be submitted in accordance with Section 129(2) and 132(2) of the MFMA to the Auditor General of South Africa, Provincial Treasury: Western Cape, Department of Local Government: Western Cape and the Provincial Legislature: Western Cape.

6. DISCUSSION

6.1 Background

The format of the Annual Report 2021/22 is guided Nationally by the MFMA Circular 63 of 2012, which seeks to establish uniform reporting by all municipalities. It is envisaged with this template that national and provincial governments can better benchmark municipalities when there is a single reporting framework.

The draft Annual Report 2021/22 was completed and submitted to the Council on 30 January 2023. As prescribed by the MFMA, the draft Annual Report 2021/22 was released for public comment on 02 February 2023. Comments on the draft Annual Report 2021/22 closed on 28 February 2023. No feedback from the community was received on or before 28 February 2023.

However, Provincial Treasury made a written submission to the municipality on 27 February 2023. This submission was presented to the MPAC on 03 March 2023.

All Directorates were presented with the opportunity to review their information and to provide feedback at the MPAC.

The MPAC's Annual Report Oversight Report 2021/22 is attached hereto as **ANNEXURE A.** Commentaries from the MPAC and responses from the Directorates are incorporated as **ANNEXURE A** of the MPAC's Annual Report Oversight Report 2021/22.

The Final Annual Report 2021/22 is attached to the MPAC's Annual Report Oversight Report 2021/22 as **Annexure B.**

6.2 Financial Implications

There are no financial implications beyond that which has been provided for in the 2022/23 MTREF Budget.

6.3 Legal Implications

In terms of Section 129(1) of the MFMA:

"The council of a municipality must consider the annual report of the municipality and of any municipal entity under the municipality's sole or shared control, and by no later than two months from the date on which the annual report was tabled in the council in terms of section 127, adopt an oversight report containing the council's comments on the annual report, which must include a statement whether the council has -

(a) approved the annual report with or without reservations;

(b) rejected the annual report; or

(c) referred the annual report back for revision of those components that can be revised."

6.4 Staff Implications

This report has no additional staff implications for the municipality.

6.5 Risk Implication

None

6.6 Previous / Relevant Council Resolutions:

Item 8.1 of the 10th Meeting of the Council of Stellenbosch Municipality.

6.7 Comments from Senior Management

6.7.1 Director: Community and Protection Services
Supported

6.7.2 Chief Financial Officer
Supported

6.7.3 Director: Infrastructure Services
Supported

6.7.4 Director: Corporate Services
Supported

6.7.5 Director: Planning and Economic Development
Supported

6.7.6 Comments from the Municipal Manager
Supported

ANNEXURES

Annexure A: Annual Report Oversight Report 2021/22

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 – 808 8025
E-MAIL ADDRESS	mm@stellenbosch.gov.za
REPORT DATE	06 March 2023

ANNEXURE A

STELLENBOSCH

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

ANNUAL REPORT OVERSIGHT REPORT 2021/22

This Oversight Report is based on the Annual Report 2021/22 and is drafted and submitted in accordance with the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003)

TABLE OF CONTENTS

1. INTRODUCTION 2
1.1 PURPOSE 2
2. ANNUAL REPORT 2021/22 2
2.1 LEGAL FRAMEWORK 2
2.2 COMPONENTS OF THE ANNUAL REPORT 2
3. ANNUAL REPORT 2021/22 CONSULTATION AND ADOPTION PROCESS 3
3.1 MUNICIPAL PUBLIC ACCOUNTS COMMITTEE (MPAC) 3
3.2 ADOPTION AND PUBLIC CONSULTATION PROCESS 4
3.3 HIGHLIGHTS IDENTIFIED IN THE DRAFT ANNUAL REPORT 2021/22 4
3.4 MPAC SITE VISITS 5
4. CONCLUSION 6
5. RECOMMENDED RESOLUTION TO BE ADOPTED BY THE COUNCIL 6
ANNEXURE A: MPAC COMMENTS AND FEEDBACK FROM DIRECTORATES 9
ANNEXURE B: ANNUAL REPORT 2021/22 10

List of Tables

Table 1: MPAC Meetings 3
Table 2: MPAC SITE VISITS 5

1. INTRODUCTION

The annual report is one of the key instruments for transparent and accountable local governance and accountability. It is a post-financial year document that provides an overview of the financial and non-financial performance concerning the previous financial year, which in this instance relates to the 2021/22 financial year. The Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA) stipulates that the annual report must be tabled in and passed by the municipal council.

1.1 PURPOSE

The purpose of this report is to present to the Council for adoption the Annual Report 2021/22 as well as the Annual Report Oversight Report 2021/22, as required in terms of Section 129 of the MFMA.

2. ANNUAL REPORT 2021/22

2.1 LEGAL FRAMEWORK

Herewith is an extract from the key legislative requirements as per the MFMA relating to the annual report:-

121. Preparation and adoption of annual reports.

(1) Every municipality and every municipal entity must for each financial year prepare an annual report in accordance with this Chapter. The council of a municipality must within nine months after the end of a financial year deal with the annual report of the municipality and of any municipal entity under the municipality's sole or shared control in accordance with section 129.

(2) The purpose of an annual report is—

(a) to provide a record of the activities of the municipality or municipal entity during the financial year to which the report relates;

(b) to provide a report on performance against the budget of the municipality or municipal entity for that financial year; and

(c) to promote accountability to the local community for the decisions made throughout the year by the municipality or municipal entity.

127. Submission and tabling of annual reports

(2) The mayor of a municipality must, within seven months after the end of a financial year, table in the municipal council the annual report of the municipality and of any municipal entity under the municipality's sole or shared control.

129. Oversight reports on annual reports.

(1) The council of a municipality must consider the annual report of the municipality and of any municipal entity under the municipality's sole or shared control, and by no later than two months from the date on which the annual report was tabled in the council in terms of section 127, adopt an oversight report containing the council's comments on the annual report, which must include a statement whether the council—

(a) has approved the annual report with or without reservations;

(b) has rejected the annual report; or

(c) has referred the annual report back for revision of those components that can be revised.

2.2 COMPONENTS OF THE ANNUAL REPORT

The format of the Annual Report 2021/22 is based on the annual report template issued by the National Treasury in terms of MFMA Circular 63 of 2012, which differs significantly from the Annual Report Guidelines (MFMA Circular 11) issued by the National Treasury in 2005.

The MFMA Circular 63 of 2012 has six (6) chapters and tries to cover everything that needs to be reported based on the MFMA and the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA).

3. ANNUAL REPORT 2021/22 CONSULTATION AND ADOPTION PROCESS

3.1 MUNICIPAL PUBLIC ACCOUNTS COMMITTEE (MPAC)

A Municipal Public Accounts Committee (MPAC) was set up under Section 79 of the Local Government: Municipal Structures Act, 1998 (Act No. 117 of 1998). This was done through a Council resolution. The Terms of Reference task the MPAC with the responsibility to perform an oversight role over the process of preparing the Annual Report of the Council and to produce an Oversight Report based on its review of the Annual Report.

As required by the MFMA, the Municipal Manager attended the Council Meeting where the draft Annual Report 2021/22 was tabled (on 30 January 2023) to be released for public comment as well as the MPAC Meetings to answer questions posed by the MPAC Members and to respond to written and oral representations from the community. All the councillors were also invited to attend the public hearing and to deliberate on the draft Annual Report 2021/22.

No members of the community attended the public hearing.

The attendance of the MPAC members to review the draft Annual Report 2021/22 is recorded as follows:

TABLE 1: MPAC MEETINGS

MPAC Meetings							
Name	**09 February 2023 Orientation and (Review of Chapters 1, 2, and 3)**	**10 February 2023 (Review of Chapters 4, 5, and 6)**	**14 February 2023 (Public Hearing)**	**23 February 2023 (Feedback Session)**	**01 March 2023 Site Visit (Part 1)**	**02 March 2023 Site Visit (Part 2)**	**03 March 2023 (Signing of Oversight Report)**
Cllr Wilfred Pietersen (MPAC Chairperson)	☺	☺	☺	☺	☺	☺	☺
Cllr Ansaaf Crombi (MPAC Member)	*😐	*😐	☺	☺	☺	*😐	☺
Cllr Annemarie Ferns (MPAC Member)	☺	☺	☺	☺	☺	😐	☺
Cllr Nokuthula Gugushe (MPAC Member)	*😐	*😐	☺	☺	☺	☺	☺
Cllr Xolile Kalipa	☺	☺	☺	☺	😐	😐	☺
Cllr Ndipiwe Olayi	☺	☺	*😐	☺	☺	☺	☺
Cllr Otniel Linden Jooste	☺	☺	😐	☺	☺	☺	☺
Ms Emily Fredericks (Co-opted Member)	☺	☺	☺	☺	☺	☺	☺
Mr Jacobus Davids (Co-opted Member)	☺	☺	☺	☺	☺	☺	☺

☺ - Attended 😐 - Absent with an apology ☹ - Absent without an apology

** Submitted a medical certificate*

3.2 ADOPTION AND PUBLIC CONSULTATION PROCESS

The draft Annual Report 2021/22 was tabled in Council on 30 January 2023 as required per the MFMA, which requires under Section 127(2) that:

> *"The Mayor of a municipality must, within seven months after the end of a financial year, table in the municipal council the annual report of the municipality."*

In terms of Section 121(3) of the MFMA, the Annual Report of a municipality or municipal entity must include the following core components. These core components are formally annexed to the draft Annual Report:

a) The Annual Financial Statements as submitted to the AGSA (Section 121(3)(a));
b) the AGSA's audit report in terms of section 126(3) on those financial statements (Section 121(3)(b));
c) the annual performance report of the municipality prepared by the municipality in terms of Section 46 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA) (Section 121(3)(c));
d) the AGSA's audit report in terms of section 45(b) of the MSA (Section 121(3)(d)); and
e) particulars of any corrective action taken or to be taken in response to issues raised in the audit reports referred to in paragraphs (b) and (d) in the MFMA (Section 121(3)(g)).

The draft Annual Report 2021/22 was made public on the municipal website within five (5) days and within seven (7) days in the local newspaper after it was approved by the Council on 30 January 2023. In addition, the draft Annual Report 2021/22 was also made available at all municipal libraries and other identified offices where the public could access the report.

Members of the community and other stakeholders were invited to submit written comments / inputs on the draft Annual Report 2021/22. The councillors, the community, and other stakeholders were also invited to attend the public hearing, which was held on **14 February 2023,** to present the MPAC with any oral or written input on the draft Annual Report 2021/22.

The draft Annual Report 2021/22 was furthermore submitted in terms of Section 127(5)(b) to the Auditor General of South Africa (AGSA), Provincial Treasury (Western Cape), and the Department of Local Government (Western Cape).

The closing date for public comments was **28 February 2023**. No written submissions from the public were received.

The Provincial Treasury: Western Cape submitted written comments on the draft Annual Report 2021/22 on 27 February 2023. These comments were tabled and considered by the MPAC on 03 March 2023.

3.3 HIGHLIGHTS IDENTIFIED IN THE DRAFT ANNUAL REPORT 2021/22

The MPAC noted and congratulated the Stellenbosch Municipality on the announcement by the AGSA that the municipality received a ***clean* audit outcome for the 2021/22 financial year**. Stellenbosch Municipality is once again able to report credible and reliable financial and performance results. The *clean* audit outcome reflects that the municipality maintained a healthy financial position and that all money spent is properly accounted for. The latest audit outcomes mark the 15th consecutive year of unqualified audit outcomes for the Stellenbosch Municipality.

Further highlights and words of gratitude were noted as outlined below:

1. MPAC members noted that the MPAC orientation session held on 09 February 2023 was very informative and insightful;
2. Great leadership was shown from the Executive Mayor, Municipal Manager, and administrative team as a result of the *clean* audit obtained for the Stellenbosch Municipality, despite the various challenges posed throughout the financial year; and
3. The Municipal Manager was commended for her outstanding leadership and strategic guidance during the year under review.

3.4 MPAC SITE VISITS

The draft Annual Report 2021/22 highlighted a number of projects that were either completed or in various stages of completion. The MPAC identified a number of projects and conducted site visits from 01 – 02 March 2023. The purpose of the visits was to verify the progress on the implementation of the projects against the reported information in the draft Annual Report 2021/22, which is outlined in the table below:

TABLE 2: MPAC SITE VISITS

Project name	Area verification of the project by MPAC	Status as per Annual Report 2021/22	Current status of the project	Remarks by MPAC
Visit the new primary and high schools in Klapmuts	Klapmuts	Complete. The need for a multi-language school in Klapmuts emanates from the community's needs. The Western Cape Provincial Department built the schools and anticipated building permanent structures on the school ground.	Complete	The MPAC was very impressed by the newly established schools.
Klapmuts Transfer Station	Klapmuts	Multi-Year Project.	Phase completed for the 2021/22 financial year.	The municipality should take note of the waste structure (wall) to be repaired as well as the repair of the fencing.
Wemmershoek WWTW	Wemmershoek	Phase 1 is complete.	Wemmershoek Phase 1: The project's objectives are to improve the existing infrastructure and to increase the sludge handling capacity of the WWTW to address operational challenges and improve the efficiency of the grit removal system. Future phases will be to increase the plant's capacity to cater for future developments. (Construction of phase 1 is at 98% complete, whilst phase 2 is awaiting additional funds before implementation.)	The MPAC commend the municipality on the progress made to the project since the last site visit in 2020/21.
Ida's Valley FLISP Erf 9445	Ida's Valley	Complete	Complete	The MPAC are proud to see that the houses were built and people have dignified living space.
La Motte	Franschhoek	The land is available for housing development as the per narrative in the draft Annual Report 2021/22.	In progress as per the draft Annual Report 2021/22.	The MPAC take note of the process and progress of the project.
Meerlust	Franschhoek	The land is available for	In progress as per the draft	

Project name	Area verification of the project by MPAC	Status as per Annual Report 2021/22	Current status of the project	Remarks by MPAC
		housing development as the per narrative in the draft Annual Report 2021/22.	Annual Report 2021/22.	
Kayamandi Watergang	Kayamandi	The land is available for housing development as the per narrative in the draft Annual Report 2021/22.	In progress as per the draft Annual Report 2021/22.	The MPAC take note of the planning but proposes that the process be sped up as the housing demand is very high.
Longlands Housing Project	Vlottenburg	All 98 houses were allocated to the beneficiaries.	Complete	The MPAC members were satisfied with the houses built for the people.

4. CONCLUSION

As MPAC, we are of the opinion that the Annual Report 2021/22 is a **true and accurate reflection** of the Stellenbosch Municipality's financial and non-financial performance for the 2021/22 financial year. MPAC indicated that the draft Annual Report 2021/22 was thoroughly unpacked and that the site visits were a true reflection of what is stated in the draft Annual Report 2021/22.

The oversight process for the Annual Report 2021/22 is herewith concluded, and as Chairperson of the MPAC, I would like to thank the MPAC Committee Members, the Executive Mayor and Mayoral Committee, the Municipal Manager, Directors, Senior Managers, as well as all the officials for their contribution to the development and finalisation of the draft Annual Report 2021/22. Their diligence and constructive commitment during this oversight period are noted and appreciated.

5. RECOMMENDED RESOLUTION TO BE ADOPTED BY THE COUNCIL

In accordance with Section 129(1) of the MFMA it is **RECOMMENDED** to the Council:-

1. That the Council, having fully considered the Annual Report Oversight Report 2021/22 of the Stellenbosch Municipality, **ADOPTS** the Annual Report Oversight Report 2021/22;
2. That the Council, having fully considered the Annual Report 2021/22, attached hereto as Annexure B, **APPROVES** the Annual Report 2021/22 without any reservations;
3. That the Annual Report Oversight Report 2021/22 be made public in accordance with Section 129(3) of the MFMA, and;
4. That the Annual Report Oversight Report 2021/22 be submitted in accordance with Section 129(2) and 132(2) of the MFMA to the Auditor General of South Africa, Provincial Treasury: Western Cape, Department of Local Government: Western Cape and the Provincial Legislature: Western Cape.



CLLR W PETERSEN
CHAIRPERSON: MPAC

MPAC Site Visits





New Klapmuts Primary and High School





Klapmuts Transfer Station





Wemmershoek - WWTW




Ida's Valley FLISP ERF 9445





Longlands Housing Project

The housing projects namely the Franschhoek: Meerlust and La Motte as well the Northern Extension – Kayamandi Watergang were also visited. Officials showed the MPAC where the land is and what housing development will be earmarked for.

The maps (of housing projects) are listed in the draft Annual Report 2021/22.

ANNEXURE A:

MPAC COMMENTS AND FEEDBACK FROM DIRECTORATES

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MPAC OVERSIGHT FEEDBACK REPORT ON THE DRAFT ANNUAL REPORT 2021/22







MPAC COMMENTS AND FEEDBACK FROM DIRECTORATES

1. Directorate: Office of the Municipal Manager

General comment: List all acronyms in the Draft Annual Report 2021/22 under Acronyms or write the full description of the acronym for ease of reference.

Observations made to the Socio-Economic Context noted. The data emanates from the Socio-Economic Profile 2022 drafted by Provincial Government. The LGSEP will be attached herewith as Annexure B.

MPAC take note of the risk register.

The Draft Annual Report 2021/22 will be updated – all grammatical and cosmetic updates.

TABLE 1: FEEDBACK- OFFICE OF THE MUNICIPAL MANAGER

OFFICE OF THE MUNICIPAL MANAGER				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
Entire document	MPAC requested that all acronyms be included in the front of the document or be written in full throughout the Annual Report.		The municipality take note and will update the Annual Report.	Office of the Municipal Manager
3	Component B: Municipal Manager's Overview	MPAC is not mentioned in the foreword	The municipality take note and will update the foreword accordingly.	Office of the Municipal Manager
11	Footnote	Delete the second sentence (duplication)	The municipality take note and will update the page accordingly.	Office of the Municipal Manager
13	Under heading 1.7 State of the Greater Stellenbosch: First paragraph	HB Thorn Theatre to be updated with renamed, Adam Small Theatre	The municipality takes note and will update the page accordingly.	Office of the Municipal Manager
15	Under Map 2: Locality of Cape Winelands in relation to Provincial Boundaries: The Last Paragraph	Delete the duplicative paragraph	The municipality take note and will update the grammar accordingly.	Office of the Municipal Manager
18	Heading 1.9.4 Household sizes	Confirm if the years are correct in table 6	The municipality takes note and will update the page accordingly.	Office of the Municipal Manager
20	Heading 1.9.8 Education Infrastructure…	Change New Klapmuts PS to Klapmuts Primary School	The municipality indicated that the data from 11-30 emanates from the Local Government Socio-Economic Profile, using Quantec data, and cannot be changed.	Office of the Municipal Manager
24	Heading C: Poverty line	Insert a footnote to define Poverty Line	The municipality takes note and will update the page accordingly.	Office of the Municipal Manager
40	Table 32: Highlights of Good Governance and Public Participation	COVID-19 is over – investigate the mediums of public participation	The municipality made use of hybrid model for the community to participate in the IDP meetings. Written forms were also available to submit comments.	Office of the Municipal Manager
43-44	Table 35: Council from 01 November 2021 – 30 June 2022	The Executive Mayor to be part of the table	The municipality takes note and will update the page accordingly.	Office of the Municipal Manager
44	Table 35: Council from 01 November 2021 – 30 June 2022	Correct capacity for Cllr Pietersen to full-time MPAC Chairperson	The municipality take note and will update the page accordingly.	Office of the Municipal Manager

OFFICE OF THE MUNICIPAL MANAGER				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
82	Table 106: Risk likelihood rating scale	Consider another word for adverse under rating 2 and 1	The risk register is an approved document and cannot be changed.	Office of the Municipal Manager
85	Table 109: Members of the Audit and Performance Audit Committee	Confirm if any meetings were held in the gap period	The previous MPAC Chairperson's term ended on 31 March 2022 and the new Chairperson was appointed on 01 May 2022. The heading will be updated from 01 May 2022 to 30 June 2022.	Office of the Municipal Manager

2. Directorate: Corporate Services

TABLE 2: FEEDBACK- DIRECTORATE: CORPORATE SERVICES

CORPORATE SERVICES				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
53	Under 2.8.1.26: Rural Management Portfolio and Tourism Portfolio Committee meetings for the period of 01 July 2021 until 31 October 2021	Confirm if there were any meetings held	No meetings were held.	Committee Services
60	Heading: Intergovernmental Relations, B: Community and Protection Services	Municipal Court – What is the capacity during loadshedding operational?	Clients are referred to the Traffic Department to make payments. The municipality is currently in the process to procure a generator for the Municipal Court.	Municipal Court / Electrical
78-79	Table 105: Ward Committees and their functionality	Confirm why no meetings were held for ward 13 in 2021/22	Meetings were held and the Annual Report will be updated accordingly	Council Support
212	Table 232: Total number of employees in the Section: Legal Services	What interventions are in place to fill vacancies in the Legal Section?	The admin position that is vacant will be filled as soon as it is evaluated. The Chief Legal Officer is currently filled and assists with all legal matters in collaboration with the Director.	HR
223	Table 241: Occupational Categories – Race	Is there a reason why the male targets are higher than the females?	These are not targets, but rather a snapshot of the workforce. Targets are set by StatsSA (EAP)	HR
224	Table 243: Vacancy rate per post and functional level	• It is contradicting the filling of a critical post, and the challenges per department indicate there is a lack of staff to fulfill the services. • Why is the band so high under," Skilled technical and academically qualified workers, junior management, supervisors, foremen, and superintendents" …? • Filled - 364 • Vacant - 25	The 25 vacant posts are across the municipality. No funded post for electricity was advertised or filled during the year under review. Funded vacancies were: 96 Additional vacancies fall under the funded band: Semi-skilled	HR
		Clarify the new appointments and termination is the same total	Engagement- 77 Terminations- 82 Turnover Rate thus: 7.19%	HR
225	Table 245: Injuries per Directorate	Why are the IODs so high for Community and Protection Services	Injuries in Operational Services are normally higher due to the nature of the work of Law enforcement officers such as defending themselves during violent incidents to attend to. And Traffic Officers are attacked by public members. They are experiencing public violence.	HR

CORPORATE SERVICES				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
			The total refers to the entire Directorate and not Protection services.	
225	Table 246: Sick Leave	Clarify why the totals are so high for Corporate Services and Community and Protection Services and what plan is in place to monitor it.	The high sick leave is being investigated by provided documents. Misused sick leave is being monitored. More than a third of it a year, actions were captured towards the employees. The municipality indicated that the percentage indicates that there was a decrease of sick leave from the previous financial year.	HR
226	Table 247: Approved Policies for the year under review	Are the policies and plans discussed at the LLF?	Only policies and not strategies and plans (No operational plans) are discussed at LLF.	HR
	Table 248: Policies still to be developed	The work-from-home policy – does the municipality receive input for this policy which will be determined thereof?	The policy depends on the nature of work to be able to work from home. The trade unions have a say in the process and refer it back to management for further discussion and approval.	HR
	Table 249: Skills Matrix	Clarify why the officials who received training are lower than identified.	Either training did not go ahead or people were not present who were identified due to operational reasons. The municipality requires the identified officials to sign an agreement that they will work the value back of the training.	HR
		Can the type of training also be presented?	The WSP already reflects the type of training needed under the personal development plan	HR

3. Directorate: Financial Services

The questions raised at the MPAC meeting, were addressed by the CFO. The finance department will supply the MPAC with all financial tables as there were calculation errors identified. The variances should be recalculated and addressed in the updated Annual Report 2021/22.

The CFO explained to MPAC the technicalities of how the Annual Financial Statements (AFS) were calculated as well that the AFS cannot be changed, but take note of the grammar errors identified.

The Annual Report can be updated but not the AFS as the Auditor General already concluded the audit for the year under review.

4. Directorate: Infrastructure Services

TABLE 3: FEEDBACK- DIRECTORATE: INFRASTRUCTURE SERVICES

INFRASTRUCTURE SERVICES				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
32	Table 21: Key Basic Service Delivery Highlights - Network upgrades, Langrug	Confirm if the 20 connections were done for the entire financial year under review	The municipality confirmed that the, 20 connections were done in Langrug during 2021/22 financial year. Major electrical infrastructure upgrade was necessary before more connections can be realised. The network upgrades have been concluded and more connections will be made going forward.	Electrical Services
32		It is noted from the previous Annual Report that a lack of staff is a critical issue.	The municipality confirmed that it is critical, especially with the added responsibility of loadshedding, maintenance of streetlights in Eskom areas of supply as well as alternative energy initiative projects. Recruitment and Selection of staff to be expedited. Implement the Staff Attraction and Retention Policy.	Electrical Services
34	Table 22: Key Basic Service Challenges - Electrical Streetlights	What can be done to address the shortage of electrical staff?	The Electricity Act is clear in terms of what type of qualification the employee must obtain to work on what type of electrical infrastructure. The municipality struggles to compete with the City of Cape Town's salary scale. Exemptions only apply to Section 56 Managers.	Electrical Services
34		Proposed that the municipality ask for an exemption from the Government in order to obtain the necessary qualified electrical or any specialised staff	The municipality indicated that the exemption has been refused by the National Minister. However, the municipality is working with the LGSETA to get the staff trained as electricians.	Electrical Services
34		Confirm if the assessment will be for the entire WC024.	The municipality confirmed that it will be for the entire WC024, especially the areas where streetlights were handed over to the municipality by Eskom.	Electrical Services
34		Indicate the areas of streetlight infrastructure that are in a dilapidated state.	Klapmuts, La Motte, Wemmershoek, Vlottenburg / Digtebij.	Electrical Services
101	Under heading 3.4 Water Provision: Nineth paragraph, "118 reservoirs /	Indicate the total of tanks / sumps / water towers as per the network and infrastructure.	The municipality indicated that no new water tanks / reservoirs were completed in the 2021/22 financial year.	Water and Waste Water Services

INFRASTRUCTURE SERVICES				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
	holding tanks / sumps and water towers, 69 water pump stations, 41 pressure-reducing valve installations and 704 kilometres of pipeline. The system is fully controlled and operated by a telemetry system…."		The total of 118 storage facilities for water comprises of reservoirs / sumps and towers. Impossible to break this further down.	
101	The first paragraph, "The non-revenue water for the 2021/22 financial year is 21.9% which is below the target set of 25%. The real physical network losses are at 12.7% which is below the best practice value of 15%. …."	Explain why losses were so high for the year under review.	The municipality confirmed that the losses were within the norm. There is a Water Service Delivery Plan which will capture the issues and measure how to address them.	Water and Waste Water Services
105	Table 133: Water service delivery levels	Was the WSDP approved? The levels are not consistent	The municipality confirmed that the appointment of the consultant was only done on 01 July 2022. The WSDP was thus completed in the 2022/23 financial year.	Water and Waste Water Services
110	Heading 3.8.1 Waste Management	Confirm the date of approval of the Waste Management License Variation Application from the Provincial Department of Environmental Affairs and Development Planning	The municipality indicated that the Department of Environmental Affairs and Development Planning decided that they were no longer going to vary the Waste Management License (WML) but would rather issue a new WML for the site. This new WML was issued on 31 January 2023 – License number 19/2/5/1/B4/45/WL0182/22	Waste Management
112	Figure 11: Example of the streets cleaning by the Section Area Cleaning in Franschhoek	Why were the skips removed in Cloetesville?	The municipality indicated that the area became an illegal dumping site with large volumes of waste being dumped next to the skip and was attracting many users from outside of the Cloetesville area. The skip was becoming a nuisance and a health hazard to the residents / households of Cloetesville.	Waste Management
114	Figure 12: Wheelie bin distribution	Investigate the stealing / vandalism of wheelie bins. What measures are in place?	The municipality indicated that the stolen wheelie bins must be reported to the South African Police Service for further investigation. The Municipal By-Law does prevent wheelie bins from being used for other purposes.	Waste Management
116	Door-to-door recycling collection	Confirm if the door-to-door recycling collection commenced in all the municipal areas	The municipality indicated that the door-to-door recycling service started initially as a pilot project within the municipality and has grown over the years. Areas are being added over time to this programme.	Waste Management
		List the areas which were serviced.	The municipality confirmed that the areas currently being serviced are: • Uniepark • Karindal • Rozendal • Mostertsdrift • Simonswyk • Universiteitsoord • Die Boord • Brandwacht	Waste Management

INFRASTRUCTURE SERVICES				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
			• Krigeville • Onder Papegaaiberg • Devon Valley • Kleinvallei • La Colline • Die Rand • Die Laan • Dalsig • Bo-Dalsig • Paradyskloof • Ida's Valley • Lindida, Raithby • Techno Park • Cloetesville • La Colline,Uitsig • Kylemore • Jamestown • Pniël • Franschhoek Additional areas will be added in the future, to eventually service all areas.	
117	Heading B: Disposal: Stellenbosch Landfill, Paragraph 9	Indicate which contractor was appointed to conduct gas monitoring activities as per legislative requirements	The municipality indicated that the gas monitoring at the Stellenbosch Landfill Site is being done by Levego Environmental Services (Pty) Ltd, appointed by the municipality, B/SM 40/21.	Waste Management
157	Heading 3.12.3.3: Non-Motorised Transport Plan	There was a notion to undertake a study to determine whether the CBD can be a vehicle-free area. Is there any update on the notion?	The municipality indicated previously the community were not in favour that the Municipality prohibiting vehicles from the CBD. The municipality's strategy is to reduce the number of vehicles in the CBD. The municipality is currently busy with programmes to consolidate and upgrade parking areas in the CBD, to ultimately reduce the amount of on-street parking, providing for better non-motorised transport facilities. These projects will have an impact within the next 2-8 years.	Roads and Transport
157	Heading 3.12.3.5: Parking	Confirm if there is a parking policy in place.	The municipality confirmed that a Parking - By-law was approved by the Council on 2021/04/28.	Roads, Transport and Stormwater
160	Heading 3.13.1 : PMU	Which departments / sections are vested in the department, PMU and what type of projects are they working on?	The municipality noted that the Department: PMU undertake various projects for the respective directorates within the municipality.	PMU
161-167	All images	Place better-quality images in the Draft Annual Report. Soften the edges – enlarge the legends	The municipality take note and will update the Annual Report with clear images, where possible.	PMU

5. Directorate: Planning and Economic Development

TABLE 4: FEEDBACK- DIRECTORATE: PLANNING AND ECONOMIC DEVELOPMENT

PLANNING AND ECONOMIC DEVELOPMENT SERVICES				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
34-35	Third paragraph: "Stellenbosch and the town is home to a disproportionately high number of corporate CEOs and executives..."	Does the municipality have any business relationships / partnerships with businesses in Stellenbosch?	The municipality has established the Planning and Development Forum through which quarterly meetings are held with businesses regarding development within Stellenbosch municipal area. Other organisations that the municipality is in partnership with are Ranyaka NPC and Stellenbosch Network. They work with an extensive number of SMMEs to which they mentor and offer training too. The municipality indicated that various forums are held with businesses where economic prospects are discussed and to network.	LED
		Indicate which jobs are for the town of Stellenbosch to curb unemployment.	Stellenbosch Municipality as part of the Expanded Public Works Programme (EPWP) has created 952 job opportunities for Stellenbosch Towns and Kayamandi. The Constitution places great responsibility on municipalities to facilitate economic development, and therefore not directly responsible for creating jobs, but rather to create an enabling environment for employment opportunities.	LED
30	Heading C: Unemployment	List all types of employment strategies that involve youth employment	Stellenbosch Municipality has developed a JobSeekers Database which is aimed at creating a database of all job-seeking residents within the municipal area. The database makes provision for skilled and unskilled labour, and currently, the EPWP participants are drawn from the JobSeekers Database. The municipality has further allocated funding for the Training of Small Micro and Medium Enterprises (SMMEs) and also to develop a database of all SMMEs. The purpose of the training and the database is to link the SMME within the municipality with Department: Supply Chain Management SCM Policy to ensure that local procurement of goods and services occurs.	LED
		Do the strategies entail solutions on how to create work for the youth?	The target groups for the EPWP are women, youth and the disabled.	LED
32-33	Table 21: Erf 7001, Cloetesville ("Soek-mekaar")	Confirm when the consultation took place and did the project was implemented and what is intended to be established in the area.	An official notice was published in the newspaper (Die Burger) on 30 October 2020 and on the municipal website to solicit public inputs / objections regarding Erf 7001, Cloetesville. Considering the inputs from the community, the Council resolved that a medium to high-gap housing development ranging from R500 000 to R1.2 million, be developed.	Housing Development

			Further public participation will take place when obtaining development rights. The preferred layout will serve at the Council for approval to appoint an implementing agent.	
		Are there projects that will range in a lower income criteria	As mentioned above, it is the combined income that determines the qualification.	Housing Development
		How will the high volume of informal settlements, water supply, and servitudes influence the project as per the area?	A professional team was appointed to overlook risks into consideration. The housing pipeline gives a bigger picture to address certain projects.	Housing Development
33	Table 21: Jamestown (Phases 2, 3 and 4)	The project was in previous Annual Reports and stated that it will be finalised over two years. Indicate why the project taking so long for implementation.	The previous tender was cancelled due to legal matters and had to be re-advertised in June 2021. A service provider was appointed in June 2022 to obtain development rights. The service provider had submitted a subdivisional application for Phases 2 and 3 and if approved, implementation for the project could be implemented during the 2023/24 financial year.	Housing Development
33	Table 21: Erf 64, Kylemore	Is there a clear plan in place to address Erf 64, Kylemore?	Yes, there is a clear plan, but it can only be finalised through a public participation process. The Housing Development Agency has been appointed by the municipality to manage the transfer of the land from the National Department of Public Works as well as to obtain development rights on Erf 64, Kylemore.	Housing Development
33	Table 21: Housing support and demand	Provide the list of the 98 beneficiaries that were approved for the Longlands housing project.	According to the POPI Act, personal information cannot be made public without the consent of a person.	Housing Administration
124	Heading 3.9.2.3: Erf 7001, Cloetesville – Paragraph: " This is in line with feasibility studies that have been conducted for the GAP housing market in Stellenbosch."	The housing is only focused on high-gap development and not low and middle-class housing. What interventions does the municipality have by engaging the Government to implement and or address the matter?	The development is earmarked for medium to high-gap housing opportunities between the ranges from R500 000 to R1.2 million. It has been found that one of the programmes most suitable to assist families that earn more than R3 501 is Social Housing. Social Housing provides affordable rental hence the municipality is in the process to implement Social Housing on Farms 81/2 and 81/9, Stellenbosch to address the need for low to medium-income categories. The Inclusionary Zoning Policy is currently in the process to look at affordable housing provisions but does not apply to "all zoning matters"	Housing Development
126	Heading 3.9.2.5: Kayamandi Town Centre	Does the current mSDF make provision for agriculture and reinforce the outer urban edges to be inclusive of the current urban edges? If not then the mSDF should be revisited and reviewed as the projects listed in Annual Report said it has a lot of restrictions on the	The current mSDF urban edges give the outline of the envisaged urban development. Agricultural areas outside of the urban edge are discouraged by urban growth areas over the medium to long term. The municipality indicated that developers need to apply when developing outside the urban edge.	Development Planning

		urban edges where development takes place.		
127	Heading 3.9.2.6 Northern Extension, Stellenbosch	When will the project start?	The process that must be followed is to rezone agricultural land to residential. The appointed service provider has completed most of the studies and thereafter the application for development rights will be submitted to National, Provincial departments for comments as well as the Land Use Planning Department at the municipality. Project to be completed during 2023/24 financial years.	Housing Development
139	Table 5: Survey backyard dwellers in Klapmuts	What was done with the backyard dwellers as stated in the survey? Was anything built to address the backyard dwellers as 94% residing in the same structure and the high amount that were interviewed?	Stellenbosch Municipality built more than 2 000 dwelling units in Klapmuts since the early 2000s specifically to address amongst others backyarding and to attempt to eradicate backyarding. However, the property owners do not break down the structures as agreed and in fact, take on new backyarders in the same structure. Moreover, the municipality constructed the last ±800 units in the 2017/2018 financial year, which should have addressed the existing backyarders, excluding the non-qualifiers. However, many of the backyarders interviewed in the survey were found at the back of these properties. 94% were found in the same structure. The municipality has been actively busy with attempts to procure land in the Klapmuts area to deal with a variety of housing typologies which would include households that do not qualify for the BNG housing subsidy.	Informal Settlements
143	Table 158: Housing waiting list as at 30 June 2022	When will the backlog be addressed	Address the backlog of housing opportunities in the WC024 is an extremely complex matter, and the following must be taken into consideration: • Funding made available from National and Provincial governments; • Bulk and linked capacity for each project and subsequent budgeting thereof; and • The number of housing opportunities created on the housing pipeline is ±16 685. If taken all of the factors into account and especially the funding constraints, the current state fiscus is tremendously limited and therefore it could be between 20 – 30 years to address the current housing needs.	Informal Settlements
145-146	Heading 3.9.7.3: Administration of public rental stock	Rental stock: Who's responsibility is it when the structure is damaged? Such as tabs, door handles etc.	Housing consumer education is being rolled out to educate the tenants in rental stock on issues around anti-social behaviour in public rental flats and how to address it. A lease agreement that is signed by tenants clearly stipulates the	Housing Administration

			responsibilities of the lessor and the lessee. Coupled with that Housing Consumer Education programmes are rolled out as and when a need arises concerning any rental stock issues.	
		Was there consideration to give the tenants ownership of the rental stock?	No, this is housing stock for rental purposes.	Housing Administration
147	Heading 3.9.7.5: Maintenance of rental stock	Does the municipality gain any profit from the rental stock?	This is a public stock and rental is affordable to accommodate different income groupings.	Housing Administration
173-174	Heading C: Future settlements along the Baden Powell Drive Adam Tas – R304 corridor	Is there a forum with agriculture and the municipality to discuss agricultural development which can then be taken forward to the Provincial forums to discuss the broader possibility of future developments?	There is no formal forum with the Department of Agriculture although officials have a good working relationship. The municipality has an open-door policy to discuss development interventions.	Development Planning
		Will the Inclusionary Zoning policy require only developers from the Stellenbosch area to comply and to what extent will it be enforceable?	The Inclusionary Zoning Policy, once adopted by the Council, will apply to all new development seeking land use approval. As part of the planning permissions process conditions of approval related to inclusionary housing, will be imposed.	Development Planning

6. Directorate: Community and Protection Services

TABLE 5: FEEDBACK- DIRECTORATE: COMMUNITY AND PROTECTION SERVICES

COMMUNITY AND PROTECTION SERVICES				
Page no.	**Table / Paragraph Graph**	**Comment/s**	**Response**	**Responsible Department**
34	• Table 22: Illegal Dumping	This is a by-law transgression and law enforcement matter. What measures will the municipality put in place to monitor illegal dumping? • Clarify what the role of the Environmental Youth Coordinator is.	Law Enforcement responds to complaints related to illegal dumping and also follows up on information provided by Waste Management.	Protection Services
61	• Heading: Intergovernmental Relations, F: Community and Protection Services	• Indicate the outcome of the engagements with RTIA, RTMC, and the Director of Public Prosecutions relating to the AARTO Act.	In January 2022, Pretoria High Court ruled AARTO to be unconstitutional. November 2022 Constitutional Court reserved judgment in the application against AARTO's constitutionality.	Protection Services
183	• Heading: Libraries	• Libraries are not a municipal function. Indicate if the municipality claims the funds back from the Province for running the libraries.	Library Services is an underfunded service. Funding is provided by the Province, but because it is an underfunded mandate, the resulting consequence is that the municipality must make funding available for this function.	Library Services
188	• Heading: Cemeteries, paragraph 1	• How far is the completion for the Kylemore cemetery? Is it a municipal property or private as the municipality built a road and put up gates • If not, will Province transfer the property to the Municipality?	The property does belong to Stellenbosch Municipality. The matter did serve before the MPT. A decision with requirements has been taken by the MPT. The department is currently in the process of rezoning the erven so that they can be used for cemetery purposes.	Cemeteries and Parks
195	• Heading: Air Quality and Pollution Control	• Does the municipality have the capacity for Air quality and noise pollution?	Community Services have a dedicated section that deals with air quality and noise pollution.	Community Services
206	• Heading: Community Halls and Facilities	• Indicate why the project was signed off at the community hall in Cloetesville if the electrical plugs and lights do not work.	The municipality indicated that there were no defects when the project was signed off. All maintenance should be reported to the relevant department.	Corporate / Community Services

ANNEXURE B:

ANNUAL REPORT 2021/22

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

ANNUAL REPORT 2021/22

The Draft Annual Report is compiled in terms of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003)







List of Abbreviations

Abbreviation	Description
ABS	Access to Basic Services
ACDP	African Christian Democratic Party
AGSA	Auditor-General of South Africa
AH	Agri-Hub
AMEU	Association of Municipal Electricity Utilities
ANC	African National Congress
ANPR	Automatic Number Plate Recognition System
APAC	Audit and Performance Audit Committee
ATC	Adam Tas Corridor
BAC	Bid Adjudication Committee
BBBEE	Broad-Based Black Economic Empowerment
BEC	Bid Evaluation Committee
BICLS	Bulk Infrastructure Development Contribution Levies
BPAMS	Building Plan Approval Management System
CAC	Civic Amenity Centre
CAPEX	Capital Expenditure
CBD	Central Business District
CBP	Community-Based Planning
CCTV	Closed Circuit Television
CDW	Community-Development Worker
CEB	Compressed Earth Block
CEO	Chief Executive Officer
CFO	Chief Financial Officer
CGI	Compliance and Governance Index
CIGFARO	Chartered Institute of Government Finance, Audit and Risk Officers
CITP	Comprehensive Integrated Transport Plan
CoCT	City of Cape Town
COGTA	Cooperative Governance and Traditional Affairs
COPE	Congress of the People
CRSES	Centre for Renewable Energy Studies
CWDM	Cape Winelands District Municipality
DA	Democratic Alliance
DAG	Development Action Group
DC	Development Cost
DCAS	Department of Cultural Affairs and Sport
DEA and DP	Department of Environmental Affairs and Development Planning
DEDAT	Department of Economic Development and Tourism
DEFF	Department of Environment, Forestry And Fisheries
DOE	Department of Education
DORA	Division of Revenue Act
DSD	Department of Social Development
DWS	Department of Water and Sanitation
ECD	Early Childhood Development

Abbreviation	Description
EE	Employment Equity
EHP	Emergency Housing Policy
EIA	Environmental Impact Assessment
EPWP	Expanded Public Works Programme
ESTA	Extension of Security of Tenure Act
FBAR	Final Basic Assessment Report
FPSU	Farmer Production Support Unit
GAMAP	Generally Accepted Municipal Accounting Practice
GDP-R	Gross Domestic Product - Regional
GRAP	Generally Recognised Accounting Practice
HCE	Housing Consumer Education
HDA	Housing Development Agency
HR	Human Resources
HSDG	Human Settlements Development Grant
IBR	Inverted Box Rib
ICT	Information and Communication Technology
IDP	Integrated Development Plan
IFRS	International Financial Reporting Standards
iGRAP	Interpretations of Standards of Generally Recognised Accounting Practice
IHSP	Integrated Human Settlement Plan
IIC	Infrastructure Innovation Committee
IMATU	Independent Municipal Trade Union
IMESA	Institute of Municipal Engineers of South Africa
IMFO	Institute for Municipal Finance Officers
INEP	Integrated National Electrification Programme
IPC	Integrated Planning Committee
IPPS	Independent Power Producers
IRDP	Integrated Residential Development Programme
ISAMAO	The Institute of South African Municipal Accounting Officers
ISSP	Informal Settlement Support Programme
IUDG	Informal Settlement Upgrade Partnership Grant
IWA	International Water Association
IWAA	Integrated Water Availability Assessment
IWMP	Integrated Waste Management Plan
IZS	Integrated Zoning Scheme
JPI	Joint Planning Initiative
JSE	Johannesburg Stock Exchange
KIWMF	Kraaifontein Integrated Waste Management Facility
KPA	Key Performance Area
KPI	Key Performance Indicator
LED	Local Economic Development
LETRP	Large Employer Trip Reduction Programme
LGMTEC	Local Government Medium Term Expenditure Committee
LGSETA	Local Government Sector Education and Training Authority

Abbreviation	Description
LM	Local Municipality
LR	Labour Relations
LUMS	Land Use Management System
LUPA	Land Use Planning Act
LUPO	Land Use Planning Ordinance
MAYCO	Executive Mayoral Committee
MERO	Municipal Economic Review Outlook
MFMA	Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003)
MGRO	Municipal Governance Review and Outlook
MIG	Municipal Infrastructure Grant
MILE	Municipal Institute of Learning
MINMAY	Provincial Ministers, Provincial Heads of Departments, Mayors and Municipal Managers
MIQ	Municipal Data and Intelligence
MM	Municipal Manager
MMC	Member of the Mayoral Committee
MMF	Municipal Managers Forum
MOBI	Municipal Benchmarking Initiative
MOU	Memorandum of Understanding
MPAC	Municipal Public Accounts Committee
MPC	Multipurpose Centre
MPI	Municipal Productivity Index
MRF	Material Recovery Facility
MSA	Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000)
mSCOA	Municipal Standard Chart of Accounts
***m*SDF**	Municipal Spatial Development Framework
MTAB	Metropolitan Transport Advisory Board
MTECH	Medium Term Expenditure Committee
MVA	Mega Volt Amp
NDP	National Development Plan
NDOHS	National Department of Human Settlements
NDPW	National Department of Public Works
NEMA	National Environment Management Authority
NGO	Non-Governmental Organisation
NHBRC	National Housing Building Regulation Council
NMT	Non-Motorised Transport
NPO	Non-Profit Organisation
NRTLEC	National Road Traffic Legislation Enforcement Code
NT	National Treasury
OHS	Occupational Health and Safety
OPEX	Operating Expenditure
PDO	Predetermined Objectives
PDoHS	Provincial Department of Human Settlement
PIE	Prevention of Illegal Evictions
PMS	Performance Management System

Abbreviation	Description
PID	Project Initiation Document
PPDO	Provincial Predetermined Objectives
PPP	Public Private Partnership
PRASA	Passenger Rail Agency of South African
PSDF	Provincial Spatial Development Framework
PSP	Provincial Strategic Plan
PT	Provincial Treasury
RBIG	Regional Bulk Infrastructure Grant
REFSO	Renewable Energy Finance and Subsidy Office
RTIA	Road Traffic Infringement Agency
RTMC	Road Traffic Management COrporation
RTS	Refuse Transfer Station
RUMC	Rural-Urban Market Centre
SAB	South African Breweries
SABS	South African Bureau of Standards
SALGA	South African Local Government Association
SAMDI	South African Management Development Institute
SAMRAS	South African Municipal Resource Accounting System
SAMWU	South African Municipal Workers Union
SANEDI	South African National Energy Development Initiative
SANS	South Africa National Standards
SAPS	South African Police Service
SASSA	South African Social Security Agency
SCA	Stellenbosch Civic Association
SCMU	Supply Chain Management Unit
SDBIP	Service Delivery and Budget Implementation Plan
SDF	Spatial Development Framework
SEDA	Small Enterprise Development Agency
SITA	State Information Technology Agency
SMME	Small Medium Micro Enterprises
SMS	Short Message Service
SOP	Standard Operating Procedure
SPA	Stellenbosch People's Alliance
SPLUMA	Spatial Planning and Land Use Management Act
SPV	Special Purpose Vehicles
SSI	Stellenbosch Safety Initiative
STOD	Sustainable Transit-Oriented Development Plan
SU	Stellenbosch University
SWWTW	Stellenbosch Waste Water Treatment Works
TASK	Tuned Assessment of Skills and Knowledge
TIATCP	Technical Innovation Agency Technical Centre Programme
VTS	Vehicle Testing System
WC	Western Cape
WCO24	Greater Stellenbosch

Abbreviation	Description
WCWDM	Water Conservation and Water Demand Management
WCWSS	Western Cape Water Supply System
WMO	Waste Management Officer
WoF	Working on Fire
WRC	Water Research Commission
WTP	Water Treatment Plan
WWF	World Wildlife Fund

TABLE OF CONTENTS

CHAPTER 1: EXECUTIVE MAYOR'S FOREWORD AND EXECUTIVE SUMMARY 1

COMPONENT A: EXECUTIVE MAYOR'S FOREWORD 1
COMPONENT B: MUNICIPAL MANAGER'S OVERVIEW 3
COMPONENT C: EXECUTIVE SUMMARY AND MUNICIPAL OVERVIEW 5
1.1 INTRODUCTION 5
1.2 STRATEGIC FOCUS AREAS 8
1.3 CORE PRINCIPLES IN EXECUTING THE STRATEGY 9
1.4 ALIGNMENT WITH INSTITUTIONAL STRUCTURES AND PROCESSES 10
1.5 THE TOOLS OF GOVERNANCE 10
1.6 DEMOGRAPHICAL OVERVIEW OF THE GREATER STELLENBOSCH AT A GLANCE 12
1.7 STATE OF THE GREATER STELLENBOSCH 13
1.8 WARD DEMARCATION 15
1.9 SOCIO-ECONOMIC CONTEXT 17
1.9.1 Population Growth 18
1.9.2 Sex Ratio 18
1.9.3 Age Cohorts 18
1.9.4 Household sizes 19
1.9.5 Population density 19
1.9.6 Education 20
1.9.7 The learner enrollment, learner-teacher ratio and learner retention rate 20
1.9.8 Education Infrastructure, Number of schools and no-fee schools 21
1.9.9 Schools with libraries and media centres 21
1.9.10 Education Outcomes (Matric Pass Rates) 22
1.9.11 Health 22
1.9.12 Emergency Medical Services 23
1.9.13 HIV / AIDS and TB 23
1.9.14 Child Health 23
1.9.15 Maternal Health 24
1.9.16 Poverty 24
1.9.17 Basic Service Delivery 26
1.9.18 Safety and Security 27
1.9.19 Economy and Labour Market Performance 29
1.10 BASIC SERVICE DELIVERY HIGHLIGHTS AND CHALLENGES 32
1.10.1 Key Basic Services Delivery Highlights 32
1.10.2 Key Basic Services Challenges 34
1.11 PROPORTION OF HOUSEHOLDS WITH MINIMUM ACCESS TO BASIC SERVICES 35
1.12 FINANCIAL VIABILITY HIGHLIGHTS 35
1.13 FINANCIAL VIABILITY CHALLENGES 36
1.14 FINANCIAL OVERVIEW 36
1.14.1 Operating Ratios 36
1.14.2 Total Capital Expenditure 36
1.15 MUNICIPAL STANDARD CHART OF ACCOUNTS 37
1.16 ORGANISATIONAL DEVELOPMENT OVERVIEW 37
1.17 MFMA COMPETENCIES 37
1.18 AUDITOR GENERAL OF SOUTH AFRICA'S REPORT 38

CHAPTER 2: GOOD GOVERNANCE AND PUBLIC PARTICIPATION 40

2.1 INTRODUCTION 40
2.2 NATIONAL KEY PERFORMANCE INDICATORS - GOOD GOVERNANCE AND PUBLIC PARTICIPATION 40
2.3 PERFORMANCE HIGHLIGHTS - GOOD GOVERNANCE AND PUBLIC PARTICIPATION 40
2.4 CHALLENGES - GOOD GOVERNANCE AND PUBLIC PARTICIPATION 41

2.5 PUBLIC SATISFACTION WITH MUNICIPAL SERVICES 41
COMPONENT A: POLITICAL AND ADMINISTRATIVE GOVERNANCE 42
2.6 POLITICAL GOVERNANCE STRUCTURE 42
2.7 COUNCIL – 01 JULY 2021 TO 30 JUNE 2022 42
2.8 EXECUTIVE MAYORAL COMMITTEE 45
2.8.1 Portfolio Committees 46
2.8.2 Section 79 Committees 54
2.9 STRATEGIC GOVERNANCE STRUCTURE 58
COMPONENT B: PUBLIC ACCOUNTABILITY 60
2.10 INTERGOVERNMENTAL RELATIONS 60
2.10.1 National Intergovernmental Structures 60
2.10.2 Provincial Intergovernmental Structures 60
2.10.3 Ward Committees 64
COMPONENT C: CORPORATE GOVERNANCE 81
2.11 RISK MANAGEMENT 81
2.11.1 Strategic Risks Identified 84
2.11.2 Anti-Corruption and Anti-Fraud 85
2.12 FUNCTIONS OF THE AUDIT AND PERFORMANCE AUDIT COMMITTEE (APAC) 85
2.13 INTERNAL AUDITING 86
2.13.1 Risk Register and Three-Year Strategic Plan 87
2.13.2 Annual Risk-Based Audit Plan 88
2.13.3 PMS Audits 89
2.14 SUPPLY CHAIN MANAGEMENT 89
2.14.1 Competitive bids over R200 000 89
2.14.2 Awards made by the Bid Adjudication Committee 90
2.14.3 Awards made by the Accounting Officer 91
2.14.4 Objections Lodged 91
2.14.5 Formal Quotations (above R30 000 and below R200 000) Procurement Processes 92
2.14.6 Deviation from normal Procurement Processes 92
2.14.7 Disposal Management 93
2.14.8 Supply Chain Management Performance Management 93
2.14.9 Service Providers Strategic Performance 93
2.14.10 B-BBEE Compliance Performance Information 94
2.15 BY-LAWS AND POLICIES 95
2.16 MUNICIPAL WEBSITE 96
2.17 COMMUNICATION 96

CHAPTER 3: SERVICE DELIVERY PERFORMANCE 99

3.1 OVERVIEW OF PERFORMANCE WITHIN THE ORGANISATION 99
COMPONENT A: BASIC SERVICES 99
3.2 MUNICIPAL FUNCTIONS 99
3.2.1 Analysis of Functions 99
3.3 NATIONAL KEY PERFORMANCE INDICATORS – BASIC SERVICE DELIVERY 101
3.4 WATER PROVISION 101
3.4.1 Service Statistics – Water Services 105
3.4.2 Water Service Delivery Levels 105
3.5 WASTEWATER (SANITATION) PROVISION 106
3.6 MAJOR PROJECTS IMPLEMENTED 108
3.7 ELECTRICITY 109
3.7.1 The Electricity Service Delivery Statistics 110
3.7.2 Electricity Losses 110
3.8 WASTE MANAGEMENT, REFUSE COLLECTIONS, WASTE DISPOSAL AND RECYCLING 111
3.8.1 Waste Management 111
3.8.2 Area Cleaning 112
3.8.3 Refuse Collection 114

3.8.4 Waste Disposal and Waste 116
3.9 INTEGRATED HUMAN SETTLEMENTS 123
3.9.1 Housing Development 123
3.9.2 Housing multi-year projects 124
3.9.3 Strategic document: Integrated Human Settlement Plan for Stellenbosch Municipality 138
3.9.4 Informal Settlements 139
3.9.5 Basic Service Delivery Performance Highlights 144
3.9.6 Basic services delivery challenges 145
3.9.7 Housing Administration 145
3.10 PROPERTY MANAGEMENT 151
3.11 FREE BASIC SERVICES AND INDIGENT SUPPORT 153
COMPONENT B: ROADS, TRANSPORT AND STORMWATER 155
3.12 ROADS 155
3.12.1 Transportation Planning and Traffic Engineering 155
3.12.2 Master Planning 155
3.12.3 Traffic Signals 156
3.12.4 Roads Statistics 159
3.12.5 Stormwater Infrastructure 160
3.13 DEVELOPMENT SERVICES AND PROJECT MANAGEMENT DEVELOPMENT SERVICES, ASSET MANAGEMENT AND SYSTEMS AND PROJECT MANAGEMENT UNIT (PMU) 161
3.13.1 Project Management Unit (PMU) 161
3.13.2 Asset Management and Systems 168
3.13.3 Development Services 169
COMPONENT C: PLANNING AND ECONOMIC DEVELOPMENT 171
3.14 TOWN- AND SPATIAL PLANNING 171
3.15 PERFORMANCE CHALLENGES 178
3.16 LOCAL ECONOMIC DEVELOPMENT (LED) 179
3.16.1 Economic Development and Tourism Challenges 180
3.16.2 EPWP Job Creation 2021/22 180
3.16.3 Tourism 181
3.16.4 Heritage and Resource Management 183
3.16.5 Geographic Information Systems (GIS) 183
COMPONENT D: COMMUNITY AND SOCIAL SERVICES 184
3.17 LIBRARIES 184
3.18 CEMETERIES 189
3.18.1 Income – Cemeteries 190
3.19 CHILD CARE; AGED CARE; SOCIAL PROGRAMMES– COMMUNITY DEVELOPMENT 190
3.20 POLLUTION CONTROL, BIO-DIVERSITY, BEAUTIFICATION, OPEN SPACES AND PARKS 196
3.20.1 Environmental Implementation 198
3.20.2 Urban Forestry 198
COMPONENT E: SECURITY AND SAFETY 199
3.21 LAW ENFORCEMENT 199
3.21.1 Traffic Law Enforcement 200
3.21.2 Highlights and challenges for Traffic Law Enforcement 201
3.22 FIRE AND DISASTER MANAGEMENT 203
COMPONENT F: SPORT AND RECREATION 206
3.23 HOLIDAY RESORTS AND CAMPSITES 206
3.23.1 Sports facilities and Swimming Pools 206
3.23.2 Service Statistics Sport - Grounds and Swimming Pools 206
3.24 COMMUNITY HALLS AND FACILITIES 207
COMPONENT G: CORPORATE POLICY OFFICES AND OTHER SERVICES 209
3.25 FINANCIAL SERVICES 209
3.25.1 Service statistics 209
3.26 HUMAN RESOURCES SERVICES 209
3.27 INFORMATION AND COMMUNICATION TECHNOLOGY (ICT) SERVICES 211
3.27.1 Service Statistics – Information and Communication Technology (ICT) 212

3.28 LEGAL SERVICES 213
3.29 MUNICIPAL COURT – ADDITIONAL COURT - STELLENBOSCH 213
3.29.1 Statistical Report – Case Load 214
3.29.2 Financial Report of the Municipal Court 2021/22 215
COMPONENT H: ORGANISATIONAL PERFORMANCE SCORECARD 216
3.30 PERFORMANCE MANAGEMENT 216
3.30.1 Legislative requirements 217
3.30.2 Organisational performance 217
3.30.3 Governance framework for the IDP, Budget and Performance Management 217
3.30.4 Service Delivery and Budget Implementation Plan 218
3.30.5 The municipal scorecard (Top Layer SDBIP) 219
3.30.6 Amendment of the Top Layer SDBIP 219
3.30.7 Monitoring of the Service Delivery and Budget Implementation Plan 220
3.30.8 Overall Performance per Municipal Strategic Focus Area 222

CHAPTER 4: ORGANISATIONAL DEVELOPMENT PERFORMANCE 223

4.1 INTRODUCTION TO THE MUNICIPAL WORKFORCE 223
4.2 EMPLOYMENT EQUITY 223
4.3 OCCUPATIONAL CATEGORIES - RACE 224
4.4 DIRECTORATES BY RACE 224
4.5 VACANCY RATE 224
4.6 TURNOVER RATE 225
4.7 MANAGING THE MUNICIPAL WORKFORCE 225
4.8 SICK LEAVE 226
4.9 HUMAN RESOURCES POLICIES AND PLANS 226
4.10 CAPACITY BUILDING OF THE MUNICIPAL WORKFORCE 227
4.11 SKILLS MATRIX 227
4.12 SKILLS DEVELOPMENT – TRAINING PROVIDED AND BUDGET ALLOCATION 228
4.13 MANAGING THE MUNICIPAL WORKFORCE EXPENDITURE 228
4.13.1 Personnel Expenditure 228

CHAPTER 5: FINANCIAL PERFORMANCE 230

COMPONENT A: STATEMENTS OF FINANCIAL PERFORMANCE 230
5.1 FINANCIAL SUMMARY 230
5.2 REVENUE COLLECTION BY VOTE 232
5.3 REVENUE COLLECTION BY SOURCE 232
5.4 OPERATIONAL SERVICES PERFORMANCE 233
5.5 FINANCIAL PERFORMANCE PER MUNICIPAL FUNCTION 234
5.5.1 Water Services 234
5.5.2 Sanitation Services 235
5.5.3 Electricity Services 235
5.5.4 Waste Management Services (Refuse collections, Waste disposal and Recycling) 236
5.5.5 Integrated Human Development 236
5.5.6 Roads and Stormwater 237
5.5.7 Town and Spatial Planning 237
5.5.8 Local Economic Development (LED) 238
5.5.9 Libraries 238
5.5.10 Community Development 239
5.5.11 Cemeteries 239
5.5.12 Traffic Services and Law Enforcement 240
5.5.13 Fire Services and Disaster Management 240
5.5.14 Holiday Resorts and Campsites 241
5.5.15 Sport grounds, Parks and Swimming Pools 241
5.5.16 Community Halls and Thusong Centres 242

5.5.17 Office of the Municipal Manager 242
5.5.18 Human Resource Services 243
5.5.19 Information and Communication Technology (ICT) Services 243
5.5.20 Legal Services 244
5.5.21 Property Management 244
5.5.22 Financial Services 245
5.5.23 Internal Audit 245
5.5.24 Administration 246
5.6 GRANTS 246
5.6.1 Grant Performance 246
5.6.2 Level of Reliance on Grants and Subsidies 247
5.7 ASSET MANAGEMENT 247
5.8 REPAIRS AND MAINTENANCE 248
5.9 FINANCIAL RATIOS BASED ON KEY PERFORMANCE INDICATORS 248
5.10 IDP REGULATION FINANCIAL VIABILITY INDICATORS 248
5.11 BORROWING MANAGEMENT 248
5.12 EMPLOYEE COSTS 248
COMPONENT B: SPENDING AGAINST CAPITAL BUDGET 249
5.13 CAPITAL EXPENDITURE 249
5.13.1 Capital Expenditure by Assets Programme 249
5.13.2 Sources of Finance 251
5.13.3 Capital Spending On 5 Largest Projects 252
5.13.4 Basic Services and infrastructure backlogs - Overview 252
5.13.5 Integrated Urban Development Grant (IUDG) 253
5.14 CASH FLOW 254
5.15 GROSS OUTSTANDING DEBTORS PER SERVICE 255
5.16 DEBTORS AGE ANALYSIS 255
5.17 BORROWING AND INVESTMENTS 256
5.18 ACTUAL BORROWINGS 256
5.19 MUNICIPAL INVESTMENTS 256

CHAPTER 6: AUDITOR GENERAL OF SOUTH AFRICA AUDIT FINDINGS 257

2.1 INTRODUCTION 257
COMPONENT A: AUDITOR-GENERAL OF SOUTH AFRICA OPINION 2020/21 257
2.2 AUDITOR GENERAL OF SOUTH AFRICA REPORT 2020/21 257
COMPONENT B: AUDITOR-GENERAL OPINION 2021/22 258
2.3 AUDITOR GENERAL OF SOUTH AFRICA REPORT 2021/22 258

ANNEXURE A: ANNUAL FINANCIAL STATEMENTS 2021/22 259
ANNEXURE B: ANNUAL PERFORMANCE REPORT 2021/22 260
ANNEXURE C: AUDIT AND PERFORMANCE AUDIT COMMITTEE ANNUAL REPORT 2021/22 261
ANNEXURE D: REPORT OF THE AUDITOR GENERAL OF SOUTH AFRICA 2021/22 262

List of Tables

TABLE 1: SOCIO-ECONOMIC SUMMARY 12
TABLE 2: MUNICIPAL WARD DEMARCATION 15
TABLE 3: POPULATION GROWTH 18
TABLE 4: SEX RATIO 18
TABLE 5: AGE COHORTS 19
TABLE 6: HOUSEHOLD SIZES 19
TABLE 7: HEALTHCARE FACILITIES 22
TABLE 8: HIV/AIDS MANAGEMENT 23
TABLE 9: CHILD HEALTH 23

TABLE 10: MATERNAL HEALTH 24
TABLE 11: MURDER CASES PER 100 000 27
TABLE 12: SEXUAL OFFENSES PER 100 000 27
TABLE 13: DRUG-RELATED OFFENSES PER 100 000 28
TABLE 14: DUI OFFENSES 28
TABLE 15: ROAD USER FATALITIES 28
TABLE 16: RESIDENTIAL BURGLARIES PER 100 000 29
TABLE 17: ECONOMIC SECTOR OVERVIEW 31
TABLE 18: SKILL LEVELS FORMAL EMPLOYMENT 31
TABLE 19: INFORMAL EMPLOYMENT 31
TABLE 20: UNEMPLOYMENT RATES 32
TABLE 21: KEY BASIC SERVICE DELIVERY HIGHLIGHTS 32
TABLE 22: KEY BASIC SERVICE CHALLENGES 34
TABLE 23: HOUSEHOLDS WITH A MINIMUM LEVEL OF BASIC SERVICES 35
TABLE 24: MUNICIPAL VIABILITY HIGHLIGHTS 35
TABLE 25: FINANCIAL VIABILITY CHALLENGES 36
TABLE 26: FINANCIAL VIABILITY AND MANAGEMENT FINANCIAL OVERVIEW (000') 36
TABLE 27: OPERATING RATIOS 36
TABLE 28: TOTAL CAPITAL EXPENDITURE (000') 36
TABLE 29: ORGANISATIONAL DEVELOPMENT HIGHLIGHTS 37
TABLE 30: FINANCIAL COMPETENCY DEVELOPMENT: PROGRESS REPORT 38
TABLE 31: NATIONAL KPI - GOOD GOVERNANCE AND PUBLIC PARTICIPATION 40
TABLE 32: HIGHLIGHTS OF GOOD GOVERNANCE AND PUBLIC PARTICIPATION 40
TABLE 33: CHALLENGES OF GOOD GOVERNANCE AND PUBLIC PARTICIPATION 41
TABLE 34: COUNCIL FOR THE PERIOD 01 JULY 2021 TO 31 OCTOBER 2021 42
TABLE 35: COUNCIL FROM 01 NOVEMBER 2021 – 30 JUNE 2022 43
TABLE 36: COUNCIL MEETINGS FOR THE 2021/22 FINANCIAL YEAR 44
TABLE 37: EXECUTIVE MAYORAL COMMITTEE 45
TABLE 38: EXECUTIVE MAYORAL COMMITTEE MEETINGS HELD FOR THE PERIOD 01 JULY 2021 – 31 OCTOBER 2021 TO 01 NOVEMBER 2021 – 30 JUNE 2022 46
TABLE 39: PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE 46
TABLE 40: PLANNING AND ECONOMIC DEVELOPMENT PORTFOLIO COMMITTEE MEETING DATES 47
TABLE 41: PLANNING PORTFOLIO COMMITTEE 47
TABLE 42: PLANNING AND ECONOMIC DEVELOPMENT PORTFOLIO COMMITTEE MEETING DATES 47
TABLE 43: LOCAL ECONOMIC DEVELOPMENT AND TOURISM PORTFOLIO COMMITTEE 47
TABLE 44: LOCAL ECONOMIC DEVELOPMENT AND TOURISM PORTFOLIO COMMITTEE MEETING DATES 48
TABLE 45: INFRASTRUCTURE SERVICES PORTFOLIO COMMITTEE 48
TABLE 46: INFRASTRUCTURE SERVICES PORTFOLIO COMMITTEE 48
TABLE 47: FINANCIAL SERVICES PORTFOLIO COMMITTEE 49
TABLE 48: FINANCIAL SERVICES PORTFOLIO COMMITTEE MEETING DATES 49
TABLE 49: COMMUNITY AND PROTECTION SERVICES PORTFOLIO COMMITTEE 49
TABLE 50: COMMUNITY AND PROTECTION SERVICES PORTFOLIO COMMITTEE MEETING DATES 49
TABLE 51: PROTECTION SERVICES PORTFOLIO COMMITTEE 50
TABLE 52: PROTECTION SERVICES PORTFOLIO COMMITTEE MEETING DATES 50
TABLE 53: PARKS, OPEN SPACES AND ENVIRONMENT PORTFOLIO COMMITTEE 50
TABLE 54: PARKS, OPEN SPACES AND ENVIRONMENT PORTFOLIO COMMITTEE 50
TABLE 55: PARKS OPEN SPACES AND ENVIRONMENT PORTFOLIO COMMITTEE MEETING DATES 51
TABLE 56: CORPORATE SERVICES PORTFOLIO COMMITTEE 51
TABLE 57: CORPORATE SERVICES PORTFOLIO COMMITTEE 51
TABLE 58: CORPORATE SERVICES PORTFOLIO COMMITTEE MEETING DATES 51
TABLE 59: HUMAN SETTLEMENTS PORTFOLIO COMMITTEE 52
TABLE 60: HUMAN SETTLEMENTS PORTFOLIO COMMITTEE 52
TABLE 61: HUMAN SETTLEMENTS PORTFOLIO COMMITTEE MEETINGS 52
TABLE 62: RURAL MANAGEMENT AND TOURISM PORTFOLIO COMMITTEE 52
TABLE 63: RURAL MANAGEMENT PORTFOLIO COMMITTEE MEETING DATES 53
TABLE 64: RURAL MANAGEMENT PORTFOLIO COMMITTEE 53
TABLE 65: RURAL MANAGEMENT PORTFOLIO COMMITTEE MEETING DATES 53
TABLE 66: YOUTH, SPORT AND CULTURE PORTFOLIO COMMITTEE 53
TABLE 67: YOUTH, SPORT AND CULTURE PORTFOLIO COMMITTEE 54
TABLE 68: YOUTH, SPORT AND CULTURE PORTFOLIO COMMITTEE MEETING DATES 54
TABLE 69: MPAC COMMITTEE 54
TABLE 70: MPAC MEETING DATES 55
TABLE 71: APPEALS COMMITTEE 55

TABLE 72: APPEALS COMMITTEE MEETING DATES 55
TABLE 73: LOCAL LABOUR FORUM (LLF) 55
TABLE 74: LOCAL LABOUR FORUM MEETING DATES 56
TABLE 75: EMPLOYMENT EQUITY COMMITTEE 56
TABLE 76: EMPLOYMENT EQUITY COMMITTEE MEETING DATES 56
TABLE 77: COUNCILLOR DISCIPLINARY COMMITTEE PORTFOLIO COMMITTEE 56
TABLE 78: COUNCILLOR DISCIPLINARY COMMITTEE PORTFOLIO COMMITTEE MEETING DATES 56
TABLE 79: RULES PORTFOLIO COMMITTEE 56
TABLE 80: RULES PORTFOLIO COMMITTEE MEETING DATES 57
TABLE 81: MUNICIPAL PARTNERSHIPS 63
TABLE 82: WARD 1 COMMITTEE MEMBERS 66
TABLE 83: WARD 2 COMMITTEE MEMBERS 67
TABLE 84: WARD 3 COMMITTEE MEMBERS 67
TABLE 85: WARD 4 COMMITTEE MEMBERS 68
TABLE 86: WARD 5 COMMITTEE MEMBERS 68
TABLE 87: WARD 6 COMMITTEE MEMBERS 69
TABLE 88: WARD 7 COMMITTEE MEMBERS 69
TABLE 89: WARD 8 COMMITTEE MEMBERS 70
TABLE 90: WARD 9 COMMITTEE MEMBERS 70
TABLE 91: WARD 10 COMMITTEE MEMBERS 71
TABLE 92: WARD 11 COMMITTEE MEMBERS 71
TABLE 93: WARD 12 COMMITTEE MEMBERS 72
TABLE 94: WARD 13 COMMITTEE MEMBERS 72
TABLE 95: WARD 14 COMMITTEE MEMBERS 73
TABLE 96: WARD 15 COMMITTEE MEMBERS 73
TABLE 97: WARD 16 COMMITTEE MEMBERS 74
TABLE 98: WARD 17 COMMITTEE MEMBERS 74
TABLE 99: WARD 18 COMMITTEE MEMBERS 75
TABLE 100: WARD 19 COMMITTEE MEMBERS 75
TABLE 101: WARD 20 COMMITTEE MEMBERS 76
TABLE 102: WARD 21 COMMITTEE MEMBERS 76
TABLE 103: WARD 22 COMMITTEE MEMBERS 76
TABLE 104: WARD 23 COMMITTEE MEMBERS 77
TABLE 105: WARD COMMITTEES AND THEIR FUNCTIONALITY 78
TABLE 106: RISK LIKELIHOOD RATING SCALE 82
TABLE 107: INHERENT RISK EXPOSURE GRID 83
TABLE 108: RISK REGISTER 84
TABLE 109: MEMBERS OF THE AUDIT AND PERFORMANCE AUDIT COMMITTEE 86
TABLE 110: APAC MEETINGS HELD FROM 01 JULY 2021 TO 30 JUNE 2022 86
TABLE 111: √ CONFIRMS AUDIT ACTIVITY COMPLETED IN THE FINANCIAL YEAR 87
TABLE 112: ANNUAL RISK-BASED AUDIT PLAN 88
TABLE 113: BID COMMITTEE MEETINGS 89
TABLE 114: ATTENDANCE OF MEMBERS OF THE BID SPECIFICATION COMMITTEE 90
TABLE 115: ATTENDANCE OF MEMBERS OF THE BID EVALUATION COMMITTEE 90
TABLE 116: ATTENDANCE OF MEMBERS OF BID ADJUDICATION COMMITTEE 90
TABLE 117: TEN HIGHEST BIDS AWARDED BY BID ADJUDICATION COMMITTEE 90
TABLE 118: AWARDS MADE BY THE ACCOUNTING OFFICER 91
TABLE 119: OBJECTIONS LODGED 91
TABLE 120: FORMAL QUOTATIONS (ABOVE R 30 000 AND BELOW R 200 000) 92
TABLE 121: DEVIATION FROM NORMAL PROCUREMENT PROCESS 92
TABLE 122: B-BBEE COMPLIANCE PERFORMANCE INFORMATION - MANAGEMENT CONTROL 94
TABLE 123: B-BBEE COMPLIANCE PERFORMANCE INFORMATION- SKILLS DEVELOPMENT 94
TABLE 124: BUDGET-RELATED POLICIES REVIEWED 95
TABLE 125: BYLAWS REVIEWED 95
TABLE 126: MUNICIPAL WEBSITE CHECKLIST 96
TABLE 127: COMMUNICATION ACTIVITIES 97
TABLE 128: MUNICIPAL FUNCTIONAL AREAS I.T.O. THE CONSTITUTION 99
TABLE 129: BASIC SERVICE DELIVERY 101
TABLE 130: WESTERN CAPE DAMS 103
TABLE 131: STELLENBOSCH DAMS 104
TABLE 132: TOTAL USE OF WATER 105
TABLE 133: WATER SERVICE DELIVERY LEVELS 105
TABLE 134: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: WATER SERVICES 106

TABLE 135: SANITATION SERVICE DELIVERY LEVELS 107
TABLE 136: CAPITAL EXPENDITURE AS AT 30 JUNE 2021: SECTION: SANITATION SERVICES 107
TABLE 137: NUMBER OF EMPLOYEES IN THE DEPARTMENT: WATER AND WASTEWATER SERVICES 108
TABLE 138: MAJOR PROJECTS IMPLEMENTED 108
TABLE 139: STELLENBOSCH MUNICIPALITY NOTIFIED DEMAND PER INTAKE POINT 110
TABLE 140: ACCESS TO BASIC ELECTRICITY 110
TABLE 141: CAPITAL EXPENDITURE AS AT 30 JUNE 2021: DEPARTMENT: ELECTRICITY SERVICES 111
TABLE 142: TOTAL NUMBER OF EMPLOYEES IN THE DEPARTMENT: ELECTRICITY SERVICES 111
TABLE 143: EPWP EMPLOYMENT OPPORTUNITIES 114
TABLE 144: REFUSE BINS DISTRIBUTION 114
TABLE 145: SERVICE DELIVERY LEVELS OF WASTE MANAGEMENT 122
TABLE 146: CAPITAL EXPENDITURE AS AT 30 JUNE 2021: DEPARTMENT: WASTE MANAGEMENT SERVICES 122
TABLE 147: TOTAL NUMBER OF EMPLOYEES IN THE DEPARTMENT: WASTE MANAGEMENT SERVICES 122
TABLE 148: HUMAN SETTLEMENT DEVELOPMENT GRANT (HSDG) 123
TABLE 149: INFORMAL SETTLEMENTS UPGRADE PARTNERSHIP (ISUPG) 123
TABLE 150: SURVEY BACKYARD DWELLERS IN KAYAMANDI 139
TABLE 151: SURVEY BACKYARD DWELLERS IN KLAPMUTS 140
TABLE 152: OPPORTUNITIES CREATED 140
TABLE 153: INFORMAL SETTLEMENTS FOR THE PERIOD JULY 2021 – JUNE 2022 142
TABLE 154: RELOCATIONS STATISTICS 142
TABLE 155: TOTAL NUMBER OF STRUCTURES IMPACTED BY INCIDENTS IN ALL AREAS 143
TABLE 156: NUMBER OF EVICTIONS AS AT 30 JUNE 2022 143
TABLE 157: HOUSEHOLDS WITH ACCESS TO BASIC HOUSING - SOURCE STATSSA 2011 144
TABLE 158: HOUSING WAITING LIST AS AT 30 JUNE 2022 144
TABLE 159: BASIC SERVICE DELIVERY PERFORMANCE HIGHLIGHTS 144
TABLE 160: BASIC SERVICE DELIVERY CHALLENGES 145
TABLE 161: TRANSFER OF HOUSING STOCK 145
TABLE 162: TOTAL PROPERTIES REGISTERED AT THE DEEDS OFFICE (DURING 2021/22) 146
TABLE 163: TRA STATISTICS 149
TABLE 164: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: HOUSING ADMINISTRATION 149
TABLE 165: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: HOUSING DEVELOPMENT 150
TABLE 166: TOTAL EMPLOYEES IN THE DEPARTMENT: INTEGRATED HUMAN SETTLEMENTS 150
TABLE 167: TOTAL EMPLOYEES IN THE SECTION: HOUSING DEVELOPMENT 150
TABLE 168: TOTAL EMPLOYEES IN THE SECTION: HOUSING ADMINISTRATION 150
TABLE 169: TOTAL EMPLOYEES IN THE SECTION: INFORMAL HUMAN SETTLEMENTS 151
TABLE 170: SERVICE DATA STATISTICS – PROPERTY MANAGEMENT 152
TABLE 171: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: PROPERTY MANAGEMENT AND BUILDING MAINTENANCE 152
TABLE 172: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: PROPERTY MANAGEMENT AND BUILDING MAINTENANCE 152
TABLE 173: ACCESS TO FREE BASIC SERVICES 153
TABLE 174: FREE BASIC ELECTRICITY TO INDIGENT HH 153
TABLE 175: FREE BASIC WATER SERVICES TO INDIGENT HH 154
TABLE 176: FREE BASIC SANITATION TO INDIGENT HH 154
TABLE 177: FREE BASIC REFUSE REMOVAL SERVICES TO INDIGENT 154
TABLE 178: ROAD REHABILITATION 156
TABLE 179: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: RTS 160
TABLE 180: TOTAL NUMBER OF EMPLOYEES IN THE DEPARTMENT: ROADS, STORMWATER, TRANSPORT AND TRAFFIC ENGINEERING 161
TABLE 181: WAYLEAVE APPLICATIONS 169
TABLE 182: LAND-USE APPLICATIONS 170
TABLE 183: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: DEPARTMENT: PLANNING AND DEVELOPMENT 177
TABLE 184: TOTAL NUMBER OF EMPLOYEES IN THE DEPARTMENT: DEVELOPMENT PLANNING 177
TABLE 185: PERFORMANCE HIGHLIGHTS- DEPARTMENT: DEVELOPMENT PLANNING 177
TABLE 186: PERFORMANCE CHALLENGES- DEPARTMENT: DEVELOPMENT PLANNING 178
TABLE 187: LED ACHIEVEMENTS 179
TABLE 188: LED CHALLENGES 180
TABLE 189: JOB CREATION THROUGH EPWP PROJECTS 180
TABLE 190: JOBS CREATED PER AREA 181
TABLE 191: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: ECONOMIC DEVELOPMENT AND TOURISM 182
TABLE 192: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: SECTION: ECONOMIC DEVELOPMENT AND TOURISM 183
TABLE 193: TOTAL NUMBER OF LIBRARIES 184
TABLE 194: LIBRARIES PARTNERSHIPS 185
TABLE 195: LIBRARY SERVICES 187
TABLE 196: LIBRARIES PARTNERSHIPS 187
TABLE 197: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: LIBRARY SERVICES 188

TABLE 198: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: LIBRARY SERVICES 189
TABLE 199: CEMETERIES INCOME 190
TABLE 200: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: CEMETERY AND PARKS SERVICES 190
TABLE 201: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: CEMETERIES 190
TABLE 202: SERVICE STATISTICS – CHILD CARE, AGED CARE, SOCIAL PROGRAMMES 191
TABLE 203: NUMBER OF GRANT IN AID APPLICATIONS RECOMMENDED AND APPROVED 194
TABLE 204: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: COMMUNITY DEVELOPMENT 195
TABLE 205: AIR QUALITY COMPLAINTS 2018 196
TABLE 206: AIR QUALITY COMPLAINTS 2019 196
TABLE 207: AIR QUALITY COMPLAINTS 2020 197
TABLE 208: AIR QUALITY COMPLAINTS 2021 197
TABLE 209: AIR QUALITY COMPLAINTS 2022 197
TABLE 210: MANAGEMENT OF TREES IN WC024 – URBAN FORESTRY 198
TABLE 211: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: ENVIRONMENTAL MANAGEMENT 198
TABLE 212: LAW ENFORCEMENT HIGHLIGHTS 199
TABLE 213: SERVICE DATA FOR TRAFFIC SERVICES 201
TABLE 214: ADDITIONAL SERVICE DATA OF TRAFFIC SERVICES 201
TABLE 215: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: TRAFFIC AND LAW ENFORCEMENT 203
TABLE 216: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: TRAFFIC LAW ENFORCEMENT 203
TABLE 217: SERVICE DATA FOR FIRE AND DISASTER MANAGEMENT 204
TABLE 218: CAPITAL EXPENDITURE AS AT 30 JUNE 2022: SECTION: FIRE AND DISASTER MANAGEMENT SERVICES 205
TABLE 219: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: FIRE AND DISASTER MANAGEMENT 205
TABLE 220: SERVICE STATISTICS – HOLIDAY RESORTS AND CAMPSITES 206
TABLE 221: SERVICE STATISTICS SPORT GROUNDS AND SWIMMING POOL 206
TABLE 222: CAPITAL EXPENDITURE: SECTION: SPORT, RECREATION AND HALLS 207
TABLE 223: TOTAL EMPLOYEES SECTION: SPORT, RECREATION AND HALLS 207
TABLE 224: TOTAL FUNCTIONS: COMMUNITY HALLS AND FACILITIES 207
TABLE 225: TOTAL REVENUE / INCOME: COMMUNITY HALLS AND FACILITIES 208
TABLE 226: TOTAL EMPLOYEES: COMMUNITY HALLS AND FACILITIES (SECTION: SPORT, RECREATION AND HALLS) 208
TABLE 227: FINANCIAL SERVICE STATISTICS 209
TABLE 228: TOTAL NUMBER OF EMPLOYEES IN THE DEPARTMENT: HUMAN RESOURCES MANAGEMENT 211
TABLE 229: SERVICE STATISTICS – ICT 212
TABLE 230: CAPITAL EXPENDITURE - ICT SERVICES AS AT 30 JUNE 2022 212
TABLE 231: TOTAL NUMBER OF EMPLOYEES IN THE DEPARTMENT: ICT 212
TABLE 232: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: LEGAL SERVICES 213
TABLE 233: STATISTICAL REPORT CASELOAD 2021/22 214
TABLE 234: FINANCIAL REPORT OF THE MUNICIPAL COURT 2021/22 215
TABLE 235: TOTAL NUMBER OF EMPLOYEES IN THE SECTION: MUNICIPAL COURT 215
TABLE 236: PERFORMANCE MANAGEMENT GOVERNANCE 221
TABLE 237: PERFORMANCE ASSESSMENT CRITERIA 221
TABLE 238: PERFORMANCE SUMMARY PER MUNICIPAL STRATEGIC FOCUS AREA (SFA) 222
TABLE 239: EE TARGETS / ACTUAL BY RACIAL CLASSIFICATION 223
TABLE 240: TARGETS / ACTUAL BY GENDER CLASSIFICATION 223
TABLE 241: OCCUPATIONAL CATEGORIES – RACE 224
TABLE 242: DIRECTORATES BY RACE 224
TABLE 243: VACANCY RATE PER POST AND FUNCTIONAL LEVEL 225
TABLE 244: TURN-OVER RATE 225
TABLE 245: INJURIES PER DIRECTORATE 226
TABLE 246: TABLE 185: SICK LEAVE AS AT 30 JUNE 2022 226
TABLE 247: APPROVED POLICIES FOR THE YEAR UNDER REVIEW 227
TABLE 248: POLICIES STILL TO BE DEVELOPED 227
TABLE 249: NUMBER OF EMPLOYEES THAT RECEIVED TRAINING 227
TABLE 250: BUDGET ALLOCATED AND SPENT FOR SKILLS DEVELOPMENT 228
TABLE 251: PERSONNEL EXPENDITURE AS % OF TOTAL OPERATING EXPENDITURE 228
TABLE 252: COUNCILLOR AND STAFF BENEFITS 229
TABLE 253: FINANCIAL PERFORMANCE 230
TABLE 254: PERFORMANCE AGAINST BUDGETS 231
TABLE 255: REVENUE COLLECTION PERFORMANCE BY VOTE 232
TABLE 256: REVENUE COLLECTION BY SOURCE 232
TABLE 257: OPERATIONAL SERVICES PERFORMANCE: EXPENDITURE 233
TABLE 258: FINANCIAL PERFORMANCE: WATER SERVICES 234
TABLE 259: FINANCIAL PERFORMANCE: SANITATION SERVICES 235
TABLE 260: FINANCIAL PERFORMANCE: ELECTRICITY SERVICES 235

TABLE 261: FINANCIAL PERFORMANCE: WASTE MANAGEMENT SERVICES (REFUSE COLLECTIONS, WASTE DISPOSAL, AND RECYCLING) 236
TABLE 262: FINANCIAL PERFORMANCE: INTEGRATED HUMAN SETTLEMENT PERSONNEL EXPENDITURE 236
TABLE 263: FINANCIAL PERFORMANCE: ROADS AND STORMWATER 237
TABLE 264: FINANCIAL PERFORMANCE: TOWN PLANNING AND SPATIAL PLANNING 237
TABLE 265: FINANCIAL PERFORMANCE: LOCAL ECONOMIC DEVELOPMENT (LED) 238
TABLE 266: FINANCIAL PERFORMANCE: LIBRARIES 238
TABLE 267: FINANCIAL PERFORMANCE: COMMUNITY DEVELOPMENT 239
TABLE 268: FINANCIAL PERFORMANCE: CEMETERIES 239
TABLE 269: FINANCIAL PERFORMANCE: TRAFFIC SERVICES 240
TABLE 270: FINANCIAL PERFORMANCE: FIRE SERVICES AND DISASTER MANAGEMENT PERSONNEL EXPENDITURE 240
TABLE 271: FINANCIAL PERFORMANCE: HOLIDAY RESORTS AND CAMPSITES 241
TABLE 272: FINANCIAL PERFORMANCE: SPORT GROUNDS, PARKS AND SWIMMING POOLS 241
TABLE 273: FINANCIAL PERFORMANCE: COMMUNITY HALLS AND THUSONG CENTRES 242
TABLE 274: FINANCIAL PERFORMANCE: OFFICE OF THE MUNICIPAL MANAGER 242
TABLE 275: FINANCIAL PERFORMANCE: HUMAN RESOURCE SERVICES 243
TABLE 276: FINANCIAL PERFORMANCE: INFORMATION AND COMMUNICATION TECHNOLOGY (ICT) SERVICES 243
TABLE 277: FINANCIAL PERFORMANCE: LEGAL SERVICES 244
TABLE 278: FINANCIAL PERFORMANCE: PROPERTY AND CONTRACT MANAGEMENT 244
TABLE 279: FINANCIAL PERFORMANCE: FINANCIAL SERVICES 245
TABLE 280: FINANCIAL PERFORMANCE: FINANCIAL SERVICES 245
TABLE 281: FINANCIAL PERFORMANCE: ADMINISTRATION 246
TABLE 282: GRANT PERFORMANCE 246
TABLE 283: RELIANCE ON GRANTS 247
TABLE 284: REPAIRS AND MAINTENANCE EXPENDITURE 248
TABLE 285: LIQUIDITY RATIO 248
TABLE 286: IDP REGULATION FINANCIAL VIABILITY OF INDICATORS 248
TABLE 287: BORROWING MANAGEMENT 248
TABLE 288: EMPLOYEE COSTS 248
TABLE 289: CAPITAL EXPENDITURE BY ASSET PROGRAMME 249
TABLE 290: CAPITAL EXPENDITURE BY FUNDING SOURCE 251
TABLE 291: CAPITAL EXPENDITURE ON THE 5 LARGEST PROJECTS 252
TABLE 292: INTEGRATED URBAN DEVELOPMENT GRANT (IUDG) 253
TABLE 293: CASH FLOW 254
TABLE 294: GROSS OUTSTANDING DEBTORS PER SERVICE 255
TABLE 295: DEBTORS AGE ANALYSIS 255
TABLE 296: ACTUAL BORROWINGS 256
TABLE 297: MUNICIPAL INVESTMENTS 256
TABLE 298: AUDITOR GENERAL OF SOUTH AFRICA REPORT 2020/21 257
TABLE 299: AUDITOR GENERAL OF SOUTH AFRICA REPORT 2021/22 258

List of Figures

FIGURE 1: STRATEGIC FOCUS AREAS 8
FIGURE 2: CORE PRINCIPLES IN EXECUTING STRATEGY 9
FIGURE 3: ACCOUNTABILITY PROCESS FLOW 11
FIGURE 4: AUDIT OUTCOMES FROM 2019/20 - 2021/22 39
FIGURE 5: TOP MANAGEMENT STRUCTURE 58
FIGURE 6: MACRO STRUCTURE 59
FIGURE 7: DUTIES OF WARD COMMITTEES 64
FIGURE 8: THE TOP 5 RISKS IDENTIFIED FOR 2021/22 82
FIGURE 9: SOCIAL SPACE STATISTICS 98
FIGURE 10: EXECUTIVE MAYOR AT THE UNVEILING OF THE NEW STREET BINS 112
FIGURE 11: EXAMPLE OF THE STREETS CLEANING BY THE SECTION: AREA CLEANING IN FRANSCHHOEK 113
FIGURE 12: WHEELIE BINS DISTRIBUTIONS 115
FIGURE 13: INSIDE OF THE MRF DURING OPERATIONS 116
FIGURE 14: BINS IN PUBLIC DROP-OFF AREA 116
FIGURE 15: AREA ALLOCATED FOR CHIPPING OF GREEN WASTE ON STELLENBOSCH LANDFILL SITE 117
FIGURE 16: STELLENBOSCH LANDFILL SITE 117
FIGURE 17: STELLENBOSCH LANDFILL SITE TONNAGES OF WASTE 118
FIGURE 18: CRUSHING OF BUILDER'S RUBBLE DONE ON SITE 118
FIGURE 19: AERIAL IMAGE 124
FIGURE 20: AERIAL IMAGE OF ERF 7001, CLOETESVILLE 125

FIGURE 21: LOCATION PLAN OF FARM 527, JAMESTOWN 126
FIGURE 22: PROPOSED DEVELOPMENT OPPORTUNITIES 127
FIGURE 23: PARAMETERS OF THE PROJECT 128
FIGURE 24: LOCATION OF THE PROPOSED DEVELOPMENT OF THE NORTHERN EXTENSION 129
FIGURE 25: SITE LAYOUT OF ERF 64, KYLEMORE 130
FIGURE 26: IDENTIFIED PORTIONS OF LAND 132
FIGURE 27: AERIAL IMAGE OF THE SITE 134
FIGURE 28: LOCALITY MAP OF PROJECT 4A 135
FIGURE 29: LOCALITY MAP OF PROJECT 4B 135
FIGURE 30: LOCALITY MAP OF PROJECT 5A 136
FIGURE 31: LOCALITY MAP OF PROJECT 5B 136
FIGURE 32: LOCALITY MAP OF PROJECT 8 137
FIGURE 33: HCE AND PUBLIC PARTICIPATION 148
FIGURE 34: SITE REHABILITATION AND CONSTRUCTION OF BULK EARTHWORKS 162
FIGURE 35: LONGLANDS HOUSING DEVELOPMENT PROJECT 163
FIGURE 36: THE UPGRADE OF ZONE O INFORMAL SETTLEMENT 163
FIGURE 37: CONSTRUCTION OF BASIC SERVICES, WATERGANG INFORMAL SETTLEMENT 164
FIGURE 38: IDA'S VALLEY HOUSING DEVELOPMENT PROJECT 164
FIGURE 39: UPGRADE OF HOUSES (BEFORE) 165
FIGURE 40: UPGRADE OF HOUSES (AFTER) 165
FIGURE 41: UPGRADING OF THE NPK BUILDING 166
FIGURE 42: ESTABLISHMENT OF A REGIONAL PUBLIC CEMETERY AND MEMORIAL PARK 166
FIGURE 43: CONSTRUCTION OF NEW TAXI RANK (BIRD STREET) 167
FIGURE 44: THE UPGRADE OF JAMESTOWN CEMETERY 167
FIGURE 45: ELECTRIFICATION OF ENKANINI INFORMAL SETTLEMENT 168
FIGURE 46: LIBRARIES MEMBERSHIP STATISTICS 185
FIGURE 47: LAW ENFORCEMENT STATISTICS 200
FIGURE 48: PERFORMANCE MANAGEMENT PRINCIPLES 216

CHAPTER 1: EXECUTIVE MAYOR'S FOREWORD AND EXECUTIVE SUMMARY

COMPONENT A: EXECUTIVE MAYOR'S FOREWORD



It is an honour to present the Annual Report of Stellenbosch Municipality for the 2021/22 financial year. This report builds on the municipality's reporting in previous years and aligns as far as possible with the recommendations of the 2016 King Report on Corporate Governance for South Africa (or King IV) as well as internationally accepted standards for integrated reporting.

In my capacity as Executive Mayor over the past financial year, I have been hugely impressed by how not only the municipality's employees, but also most residents have embraced our vision of becoming a true Valley of Opportunity and Innovation.

Our municipality, with all its unique towns, stands as a shining example to the rest of South Africa of what can be achieved when people work together towards a shared vision of a better future.

Thank you to all the residents, stakeholders, investors, and visitors for always keeping us on our toes and for supporting us in our efforts to achieve our goals. Based on the achievements of the past financial year, in many instances in the face of significant challenges, I have every confidence that, together, we will continue to make steady progress in the years to come. At a management and a political level, our organisation stands strong, and it is from this firm foundation that we can focus all efforts on improving lives and livelihoods.

This report provides information about the municipality's financial, operational, social, and environmental performance over the past 12 months under review, namely the period from 01 July 2021 to 30 June 2022. It also reflects on the progress made towards reaching our objectives as set out in the Integrated Development Plan (IDP).

The Annual Report will show that the Stellenbosch Municipality is in a very stable position, with excellent financial controls in place. We are committed to good governance practices, and our zero-tolerance approach to misconduct and corruption ensures that every cent of public money is spent on the people.

The maintenance, upgrade, and development of our infrastructure remained key priorities for Council. During the period under review, special attention was given to the upgrading of bulk infrastructure and the maintenance of critical infrastructure to ensure that service delivery can continue on a sustainable basis.

Team Stellenbosch has shown incredible resilience and an ability to pull together as a government and as residents. Thank you to every municipal employee who is working to make excellent service delivery happen and to ensure that this great municipality becomes even better. This report must

inspire all of us to work even harder to position Stellenbosch firmly as one of the best-run and financially stable municipalities in the country.

The content of this report is linked to various material issues in the municipality's IDP and other sector plans. These are issues that we intend to address as part of delivering our service mandate in the context of our five strategic focus areas and long-term vision.

I believe that the 2021/22 Annual Report will provide you with a fair and accurate overview of the administration's financial, operational, social, and environmental performance for the 12 months under review.

_____

ADV GESIE VAN DEVENTER
EXECUTIVE MAYOR

COMPONENT B: MUNICIPAL MANAGER'S OVERVIEW



In reflecting on the 2021/22 financial year, I am pleased to report that the Stellenbosch Municipality has performed well concerning service delivery, governance, and financial management.

The past year has been both challenging and rewarding. During this period, Stellenbosch lived through loadshedding as well as the Covid-19 pandemic. Both tested the resilience and the very fabric of our residents, officials, management team and stakeholders. Despite these events, we have collectively emerged stronger.

This report provides information on the municipality's performance for the 12 months under review and will show that we have weathered the COVID-19 storm and delays caused by the lockdown as best as we could.

There were unavoidable delays in construction on projects due to the lockdown period, which impacted negatively on the timely completion of some projects, but essential municipal service delivery and emergency services continued uninterrupted. We had a local government election during the year under review and the transition between the two councils was seamless, which is a credit to the maturity of our organisation and its leadership.

I am proud of the clean audit opinion we once again received from the Auditor General of South Africa (AGSA). A clean audit demonstrates good management, effective control measures, and compliance with audit requirements. My sincere appreciation to my management team, all our officials, and the Council for your dedication towards achieving our clean audit status.

The Annual Report 2021/22 will show that the Stellenbosch Municipality is fiscally healthy, with all senior management positions filled and all municipal departments fully operational, albeit with some capacity constraints within our planning department.

As a caring local government guided by our values of innovation, integrity, accountability, and transformation, we have continued to invest heavily in infrastructure upgrades, development, and maintenance, as this report will demonstrate. Key priorities of the municipality remain safety and security, ensuring dignified living opportunities, and creating an environment conducive to economic growth and opportunities.

The municipality is not in the business of making promises. Commitments are monitored and reported on, but if not fulfilled, action is taken. We are an outcomes-based organisation that is open to the scrutiny of residents. Thank you to all municipal employees, management, and executives for your diligence, passion, and hard work over the past year. It is an honour to be part of a municipality that is so determined to make a positive difference in the lives of those it serves.

We live in a difficult economic climate characterised by higher-than-usual inflation, supply chain management disruptions due to global shocks, a growing climate change impact and ongoing energy security challenges. Stellenbosch is determined to overcome these challenges in the areas we can control and to collaborate with our stakeholders to build resilience.

I extend my sincere appreciation to the Executive Mayor and Mayoral Committee, the entire Council, the Audit and Performance Audit Committee (APAC), my management team, and all our officials for their contribution to delivering on our vision of becoming a true Valley of Opportunity and Innovation for all.

Let this Annual Report reflect on the past year's challenges and achievements and motivate us to do even better as we head into the future together.

MS GERALDINE METTLER
MUNICIPAL MANAGER

COMPONENT C: EXECUTIVE SUMMARY AND MUNICIPAL OVERVIEW

1.1 Introduction

This Annual Report 2021/22 addresses the performance of the Stellenbosch Municipality, in the Western Cape, South Africa, in respect of its core legislative obligations. Local government must create a participatory framework that defines and enhances the relationship between elected leaders and their communities. This requires that the municipal councils provide regular and predictable reporting on programme performance and the general state of affairs in their locality.

The report reflects on the performance of the Stellenbosch Municipality for the period of 01 July 2021 to 30 June 2022. The layout of the annual report is prepared in terms of Section 121(1) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA), in terms of which the municipality must prepare for each financial year.

The Annual Report comprises six chapters with the following broad overview:

Chapter 1: An overview of the municipality's overarching strategy, accountability processes, social and demographic profile, and key highlights and challenges regarding finance, institutional transformation, and key basic service delivery.

Chapter 2: Details about the governmental workings of the municipality and addressing the key aspects of good governance.

Chapter 3: Highlights the municipality's performance for the year, with a focus on service delivery and the municipality's predetermined objectives.

Chapter 4: Provides insight into the municipality's human resources and organisational management areas, focussing on organisational structure and legislation.

Chapter 5: An overview of the municipality's financial performance, reflecting on the municipality's financial position, assets, cash flow, and intergovernmental grants received by the municipality.

Chapter 6: An overview of the audit key findings as per the Auditor-General of South Africa.

The purpose is to establish a transformed and well-governed municipal environment that remains robust and will continue to stimulate the growth and well-being of the constituents of the Stellenbosch municipal areas.

VISION AND MISSION STATEMENT

THE STELLENBOSCH MUNICIPALITY HAS COMMITTED ITSELF TO THE FOLLOWING VISION AND MISSION:

Vision

"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

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 in an honest and ethical manner.

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.

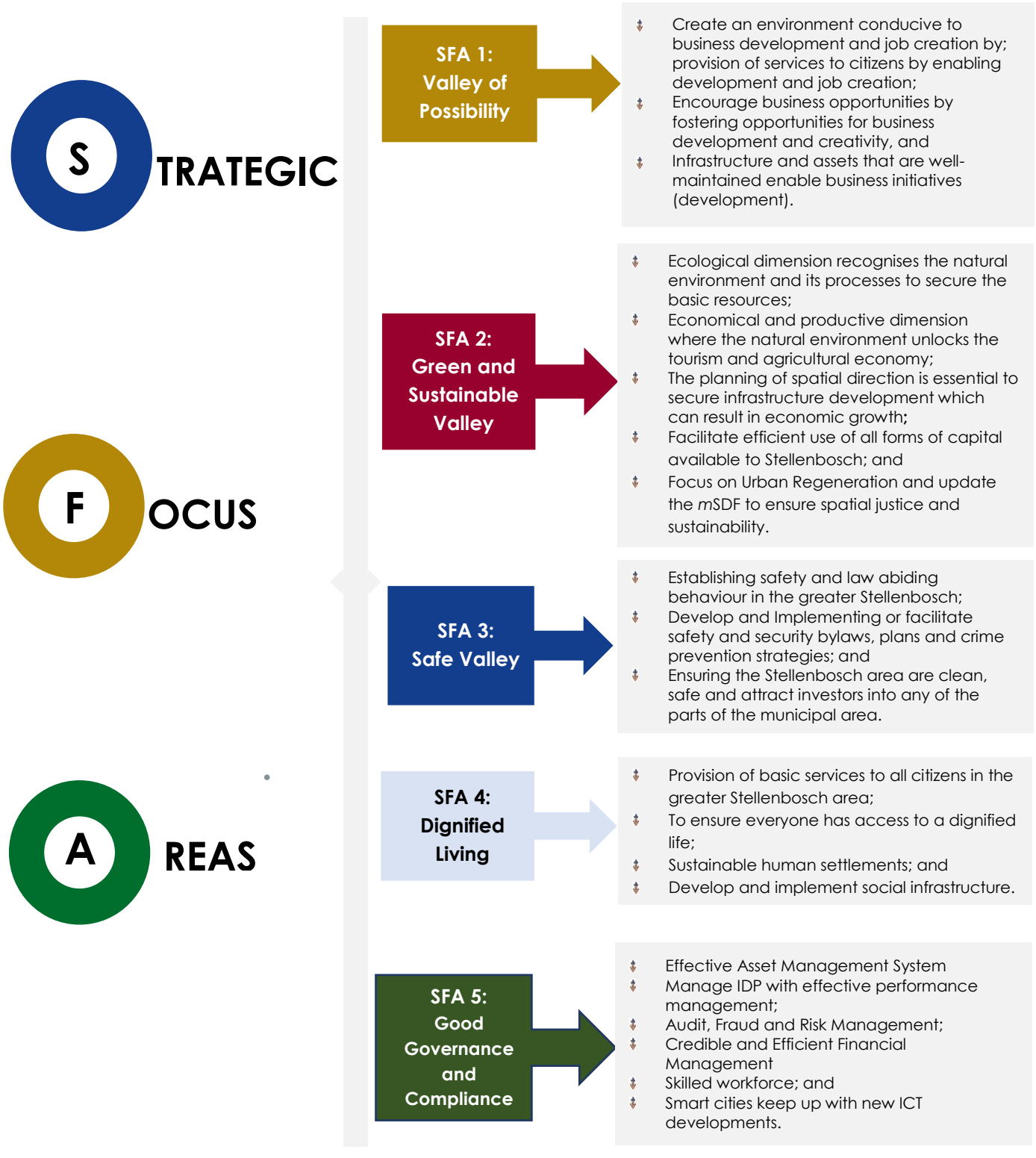
Excellence:
As a municipality, we will strive to deliver excellent services for all areas within the greater Stellenbosch.

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

1.2 Strategic Focus Areas

The strategic focus areas within a municipality are the building blocks of the Council's strategy. The focus areas as depicted in the diagram below illustrate the expansion of the vision statement and create structure around how the municipality will achieve its strategic goals. The Service Delivery and Budget Implementation Plan (SDBIP) is developed in a more detailed way to indicate the deliverables against the activities that should be met in a certain timeframe.

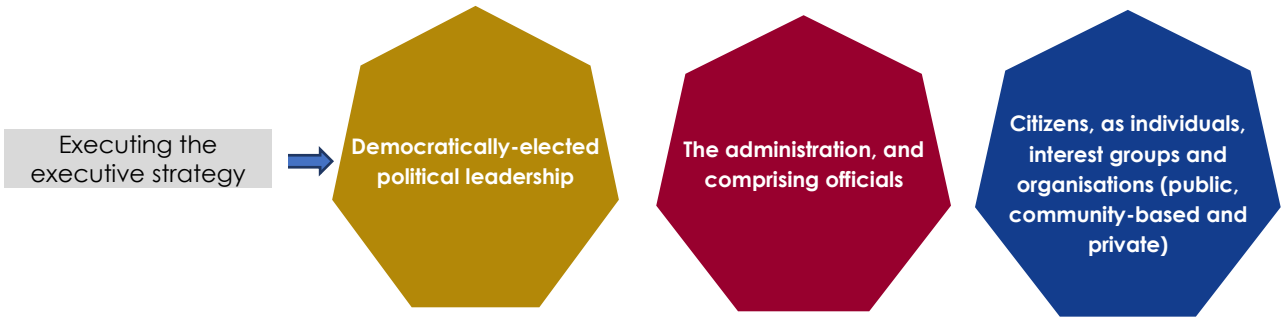
Figure 1: Strategic focus areas



1.3 Core Principles in Executing the Strategy

This section refers to the linkage between political leadership, the administration and the community. The diagram below illustrates the three components a municipality should encompass:

Figure 2: Core principles in executing strategy



For sustainable municipal management, political leadership and the administration must work 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 its 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 critic or passive bystander. 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 22 wards. Ward-based plans are a form of participatory planning designed to promote community action, with clear linkages to the IDP. These plans mobilise communities and citizens to take responsibility for their destinies and capture what communities see as their desired outcomes. These plans also help to fast-track the implementation of the IDP. This ensures that the focus areas of the IDP 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.

Participatory processes present an opportunity for visionary local leaders to implement a shared agenda and show tangible and measurable results through collectively addressing the ward priorities.

1.4 Alignment with Institutional Structures and Processes

The municipality focuses on prudent arrangements that provide internal and external alignment to its organisational strategies. This best supports the execution of the long-term goals and purposes, which require all stakeholder engagements, both external and internal, to be aligned with and committed to achieving the vision of the organisation.

The administration strongly focuses on action against deliverables, which in turn creates effectiveness and efficiency in decision-making as well as delivering services to all citizens.

Planning techniques are used to bridge the gap between local experiential knowledge, the technical needs of strategy development, and the demand for strategic frameworks to be ready to cope with rapid decision-making to reduce the risk of unforeseen issues. Through extensive, organised information-sharing and planning workshops, this procedure aims to establish a starting position about how to guide the development and administration of the town. The first plan is drafted, and provisions are created for influencing today's decisions and the character of future work in a way that supports the strategy. The strategy becomes the overarching strategic framework, which is then built on with technical work.

1.5 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: the process of directing, constraining, and potentially rewarding (potentially) the behaviour of various actors in society (in the best interests of all citizens).

Fiscal measures: service fees, charges, and taxes used to raise government revenue and direct action in support of policy and legislation (via 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 policies 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 "positive" and "negative" positions taken by the government on issues. This could be through the media, public meetings / engagements events, and so on.

To ensure alignment between Council's strategic processes is adhered to, the municipal accountability cycle needs to be implemented:

Figure 3: Accountability Process flow



1.6 Demographical Overview of the Greater Stellenbosch at a Glance

Table 1: Socio-economic summary

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	
Fatal Crashes	31
Road User Fatalities	39

Labour, 2021/22[1]
Unemployment Rate (narrow definition)
34.5%

Socio-economic Risks	
Risk 1	Job Losses
Risk 2	Informal Sector Expansion
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 the Quarterly Labour Force Survey (QLFS) – Q1: 2022, the official unemployment rate was 34.5% in the first quarter of 2022.

1.7 State of the Greater Stellenbosch

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 communities such as Wemmershoek, La Motte, De Novo, Kylemore, Pniël, Johannesdal, Languedoc, Groot Drakenstein, Muldersvlei, Klapmuts, Elsenburg, Raithby, Jamestown, Koelenhof and Vlottenburg (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.

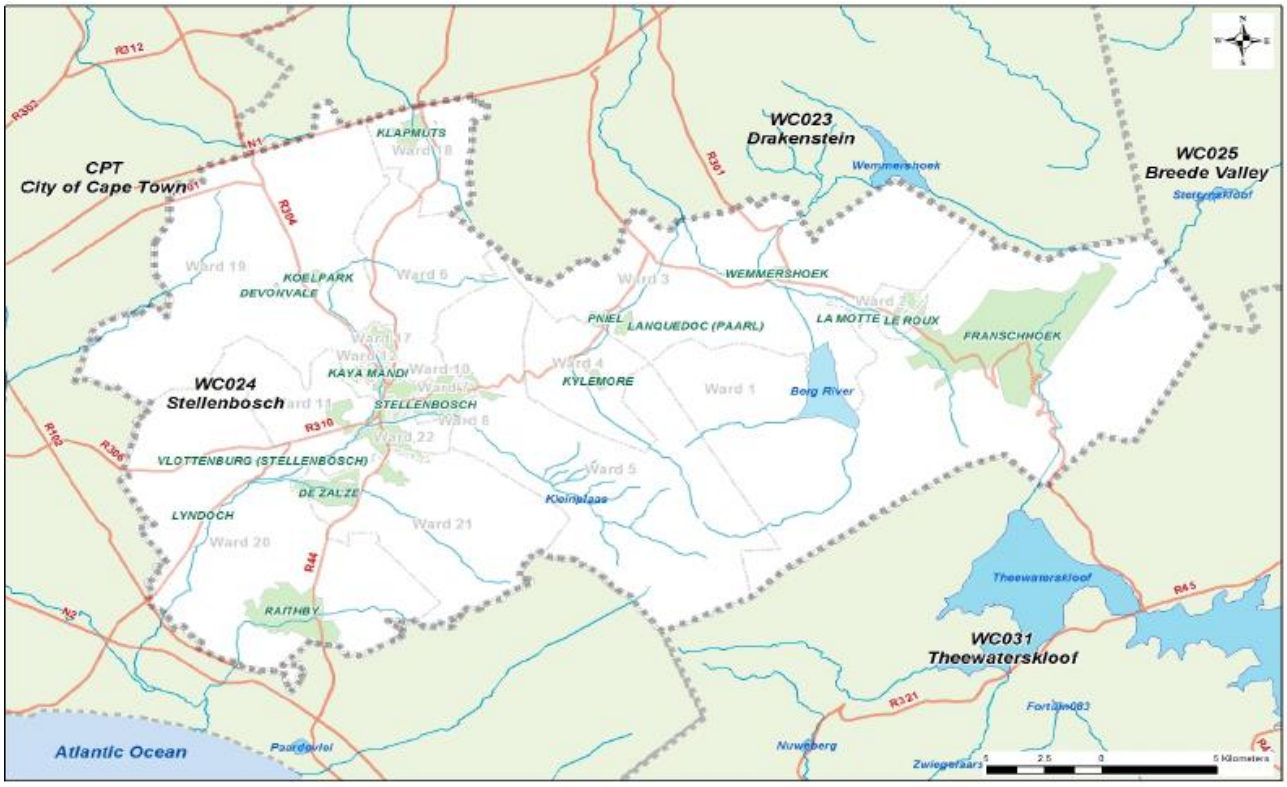
A variety of sport facilities are available. Coetzenburg, with its athletics and rugby stadiums, has delivered star performances over many generations. The Municipal area is surrounded by arts and culture characters such as the Adam Small Theatre, Oude Libertas Amphitheatre (renowned for its summer season of music, theatre and dance), Spier Amphitheatre, as well as Klein Libertas Theatre, Dorp Street at Theatre and Aan de Braak Theatre.

The following municipalities share their borders with Stellenbosch Municipality:

- The City of Cape Town (South);
- Drakenstein Municipality, (North);
- Breede Valley Municipality, (North-east); and
- Theewaterskloof Municipality, (South-west).

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

Map 1: Locality map of municipal boundaries



1.8 Ward Demarcation

The ward demarcation was structured according to the election outcomes on 01 November 2021 which increased from 22 to 23 wards for the year under review.

Table 2: Municipal Ward Demarcation

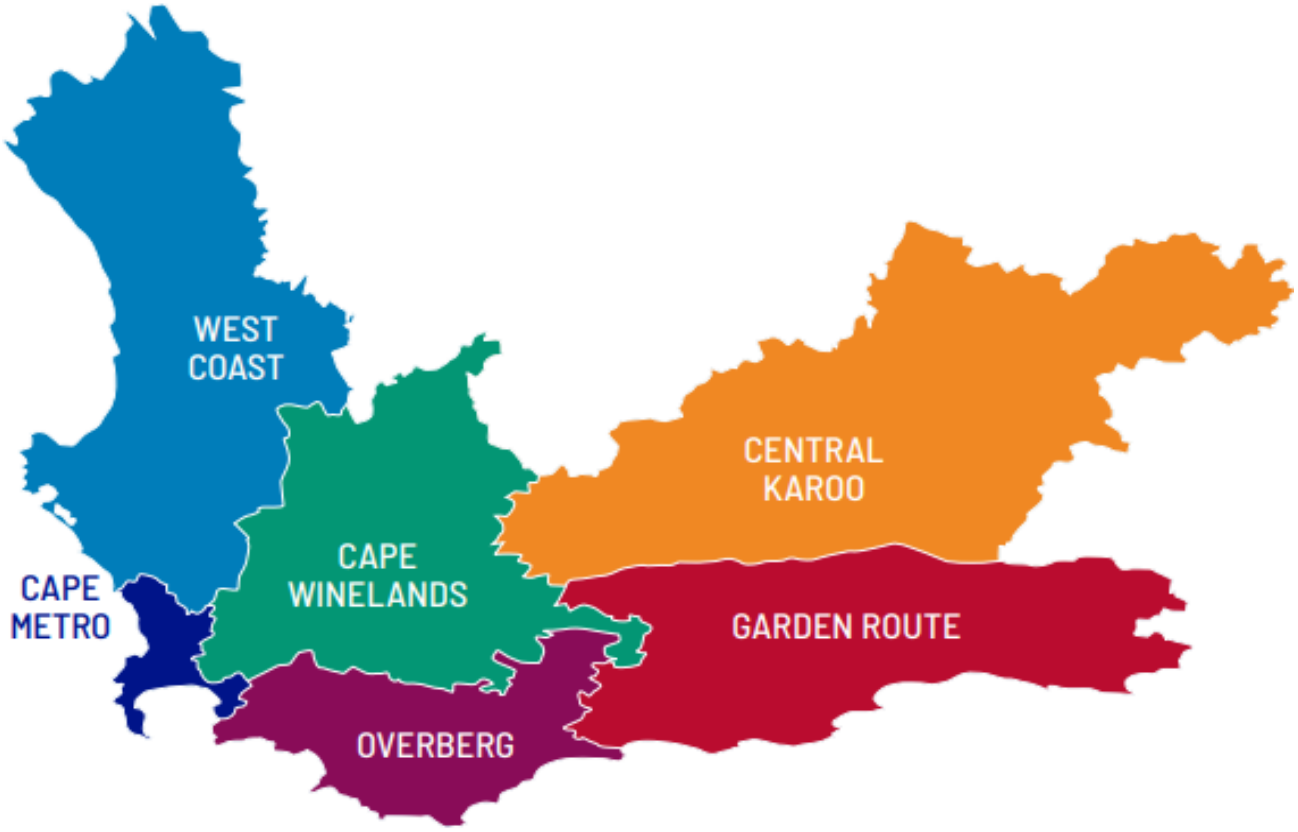
Ward	Areas
1	Mooiwater, Franschhoek Town and Surrounding Farms
2	Langrug, La Motte, Dennegeur, Groendal
3	Lanquedoc, Wemmershoek to La Motte Wine Farm and Leopard Leap Wine Farm
4	Kylemore, Johannesdal, Pniël and Surrounding Farms
5	Ida's Valley (Hillside Village, La Gratitude Park (Kreefgat), The Ridge, La Roche, Lindida, Bloekomlaan (Moses / Martin) Lindley)
6	The Hydro, Rustenberg and Surrounding Farms, Kelsey Farm
7	Mostersdrift, Karindal, Rozendal, Uniepark, Simanswyk and Universiteitsoord
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, Olienhout Street, Banghoek Rd, Acedemia, Bosman Street, Smuts Rd, Joubert Street, De Beer Rd, De Villiers Rd from Ryneveld Street to Cluver Rd on the left-hand side
11	Boundaries of the ward are: Kridge Rd, Herte Street, Skone Uitsig Rd onto Alexander Street onto Du Toit Street toward Merriman Avenue towards Adam Tas Rd onto George Blake Street, Mark Street, Distillery Rd, Santhagen Rd, Swawel Avenue, Kanarie Rd, Tarentaal Rd, Bokmakierie Rd, Fisant Rd, Devon Valley Rd, Kiewiet Rd, Dagbreek Rd, Pelikaan Street, Patrys Rd, Hammerkop Rd, Loerie Rd, Muldersvlei Landgoed, and all areas in Onder Papegaaiberg 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, 4th and 5th Avenue, 10th, 12th and 14th Street, Long Street, Retreat Street, Forest Drive
16	The borders are Tenant Rd, Long streets, Crombi Rd to the end of Gabriels Rd. Asalea Rd, 2nd Road, Noble Rd, Bailey Rd, Eike Street, Curry Street, Hoop Rd, Pansy Rd, West Rd, Laai Rd, Anthony Rd, Carriem Rd, Archilles Rd, Bergstedt Rd, Davidse Rd, Cupido Rd, Pearce Rd, Robyn Rd, Gonzalves Rd, Hercules Rd, Chippendale Rd, Afrika Rd, Arnolds Rd, September Rd, Jakaranda Street, Short Rd, Quarry Rd, Middle Rd, Primrose Street, Pine (Bo en Onder), North End, Vredelust, Gemsbok, Daffodil Single, Steps, Sylvia Street, Eiland Street, Last Street (White City), Frikkadel Dorp, September Street
17	A part of Cloetesville (Lakay Rd towards Langstraat -Suid Rd, Kloof Street, Fir Street, Fontein Rd, Williams R towards Gabriels Rd towards February Rd, Valentyn Rd, Pool Rd, Raziet Rd, Ortell Rd, Rhode Rd, King Rd, Hine Rd, Hendrikse Rd, Rhode Rd), as well as Welgevonden, Green Oaks, Stellita Park, Weltevrede, Welgevonden Estate (Red Oak Rd, Belladonna Street, Wildeklawer Welgevonden Boulevard, Olive Rd, Sonnedou Rd, Mountain Silver Rd, Silver Oak Rd, Froetang Rd, Katbos Rd, Everlasting, Fynbos Street, Sourfig Street, Scarlet Cresent, 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 streets.
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 Spirtis Company, Wine Estate Le Bonheur, Anura Vinyard, Dalewood Farms, Blueberry Bar, Klapmust 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, Poultrey / Mariendahl, De Hoop, Nooitgedacht Village, Bottelary and Surrounding Farms, De Waalshof, Weltevrede 1, Weltevrede 2, Smartie Town.
20	Vlottenberg, Raithby, Mooiberge, Lynedoch

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

Source: Statistics South Africa

Below is a map of the Cape Winelands District in relation to the provincial district boundaries:

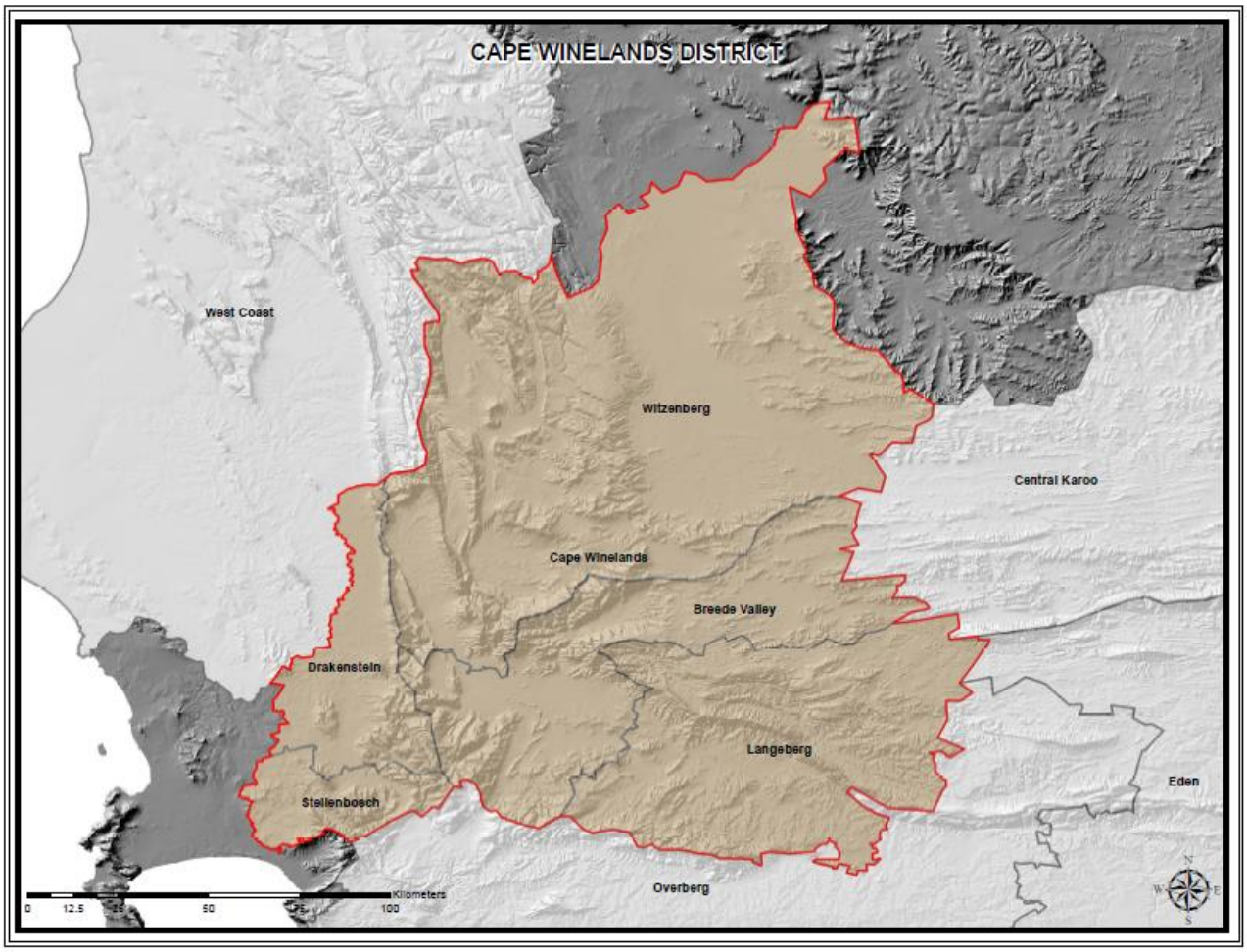
Map 2: Locality of Cape Winelands in relation to Provincial Boundaries



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 of the Cape Winelands District:

Map 3: Locality map of Stellenbosch Municipality in relation to 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 makes the Cape Winelands district ideally located as an investment destination. The Cape Winelands District municipal area incorporates Drakenstein, Stellenbosch, Breede Valley, Langeberg and Witzenberg local municipalities.

1.9 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.

1.9.1 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 3: Population Growth

Area	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

1.9.2 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 4: 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

1.9.3 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 5: 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%**	**-**

1.9.4 Household sizes



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 in 2022.

Table 6: Household Sizes

Year	2022
Household Size	3.6

1.9.5 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:

- Stellenbosch 240 people/km2;
- Drakenstein 194 people/km2;
- Breede Valley 51 people/km2;
- Langeberg 27 people/km2; and
- Witzenberg 14 people/km2.

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 (*m*SDF) says that urban development should stay within the limits of the urban edge.

1.9.6 Education

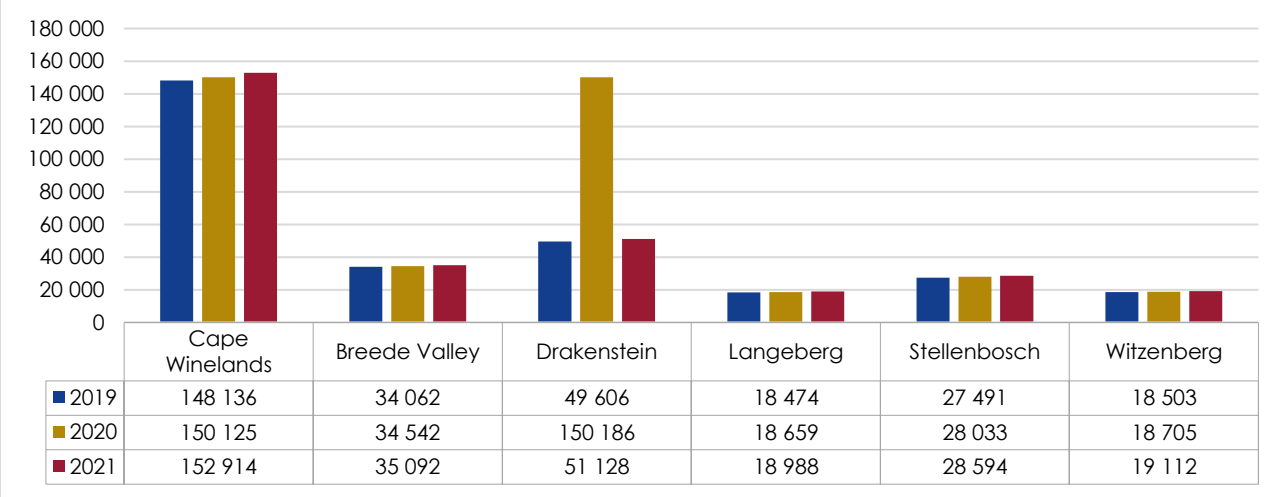
Education and training improve access to employment opportunities and help sustain and accelerate overall development. Quality Education is the 4th Sustainable Development Goal, while the National Development Plan (NDP) emphasises the link between education and employment as well as the significant contribution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

1.9.7 The learner enrollment, 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.

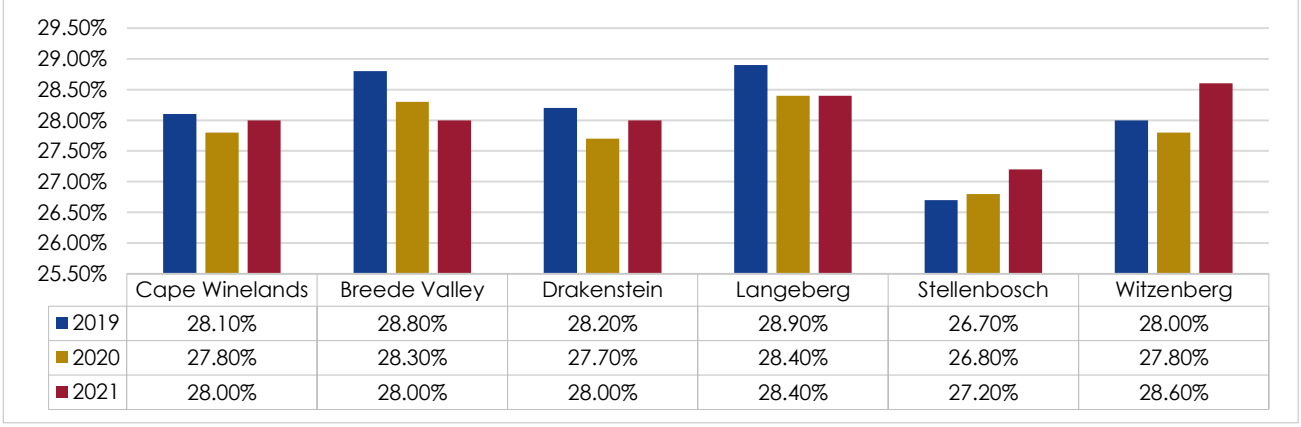
Graph 1: Learner enrollment



	Cape Winelands	Breede Valley	Drakenstein	Langeberg	Stellenbosch	Witzenberg
2019	148 136	34 062	49 606	18 474	27 491	18 503
2020	150 125	34 542	150 186	18 659	28 033	18 705
2021	152 914	35 092	51 128	18 988	28 594	19 112

Source: Western Cape, Socio-Economic Profile 2022

Graph 2: Learner-teacher ratio



	Cape Winelands	Breede Valley	Drakenstein	Langeberg	Stellenbosch	Witzenberg
2019	28.10%	28.80%	28.20%	28.90%	26.70%	28.00%
2020	27.80%	28.30%	27.70%	28.40%	26.80%	27.80%
2021	28.00%	28.00%	28.00%	28.40%	27.20%	28.60%

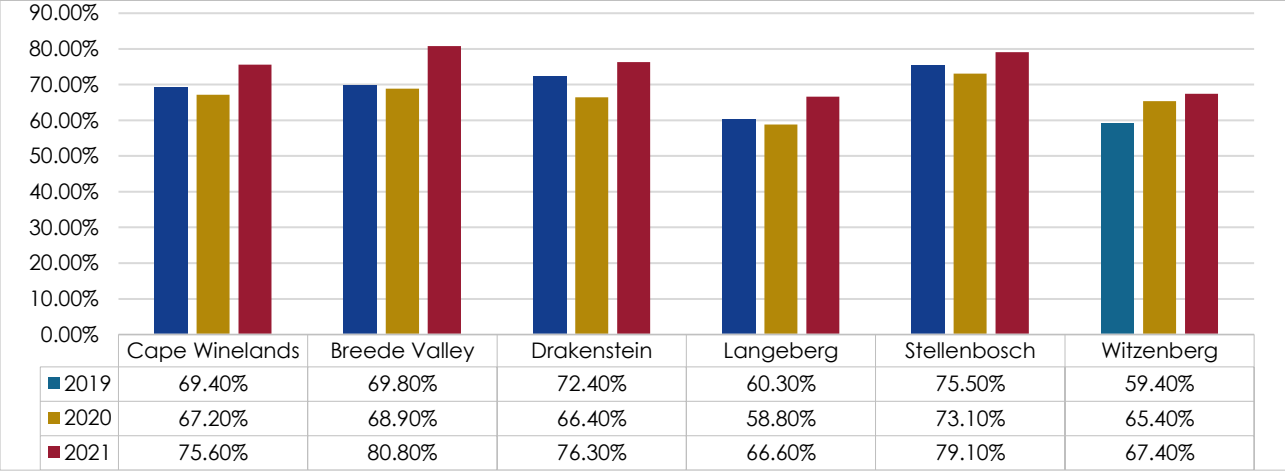
Source: Western Cape, Socio-Economic Profile 2021

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 rate



	Cape Winelands	Breede Valley	Drakenstein	Langeberg	Stellenbosch	Witzenberg
2019	69.40%	69.80%	72.40%	60.30%	75.50%	59.40%
2020	67.20%	68.90%	66.40%	58.80%	73.10%	65.40%
2021	75.60%	80.80%	76.30%	66.60%	79.10%	67.40%

Source: Western Cape, Socio-Economic Profile 2022

1.9.8 Education Infrastructure, 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, Klapmuts Primary School and HS, and New Stellenbosch Primary School.

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.

1.9.9 Schools with libraries and 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.

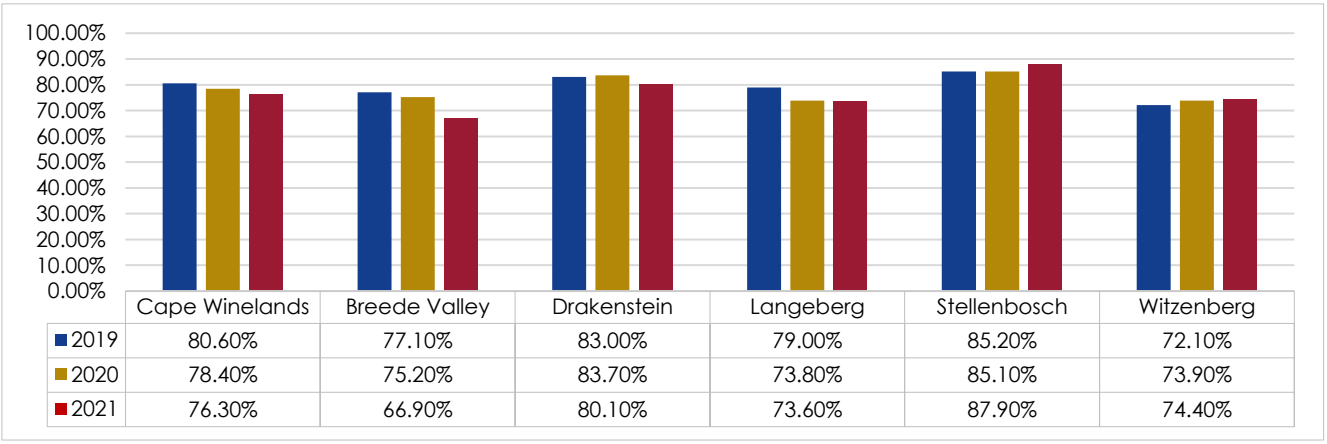
1.9.10 Education Outcomes (Matric Pass Rates)



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.

The graph below depicts the Matric pass rates from 202019 to 2021.

Graph 4: Matric pass rate



	Cape Winelands	Breede Valley	Drakenstein	Langeberg	Stellenbosch	Witzenberg
2019	80.60%	77.10%	83.00%	79.00%	85.20%	72.10%
2020	78.40%	75.20%	83.70%	73.80%	85.10%	73.90%
2021	76.30%	66.90%	80.10%	73.60%	87.90%	74.40%

Source: Western Cape, Socio-Economic Profile 2022

1.9.11 Health



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 7: Healthcare facilities

Area	PHC facilities (Fixed clinics, CHCs and CDCs)		Community Health Centres[2]	Community Day Centres[3]	Hospitals		Treatment Sites	
	PHC Clinics (Fixed)	PHC Clinics (Satellite and Mobile)			District	Regional	ART Clinics	TB Clinics
Stellenbosch	7	6	0	1	1	0	9	10
Cape Winelands District	40	33	0	5	4	2	49	100

Source: Western Cape, Socio-Economic Profile 2022

[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.

1.9.12 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.

1.9.13 HIV / AIDS and TB



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 8: 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, Socio-Economic Profile 2022

1.9.14 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 9: 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, Socio-Economic Profile 2022

1.9.15 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 10: 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, Socio-Economic Profile 2022

1.9.16 Poverty

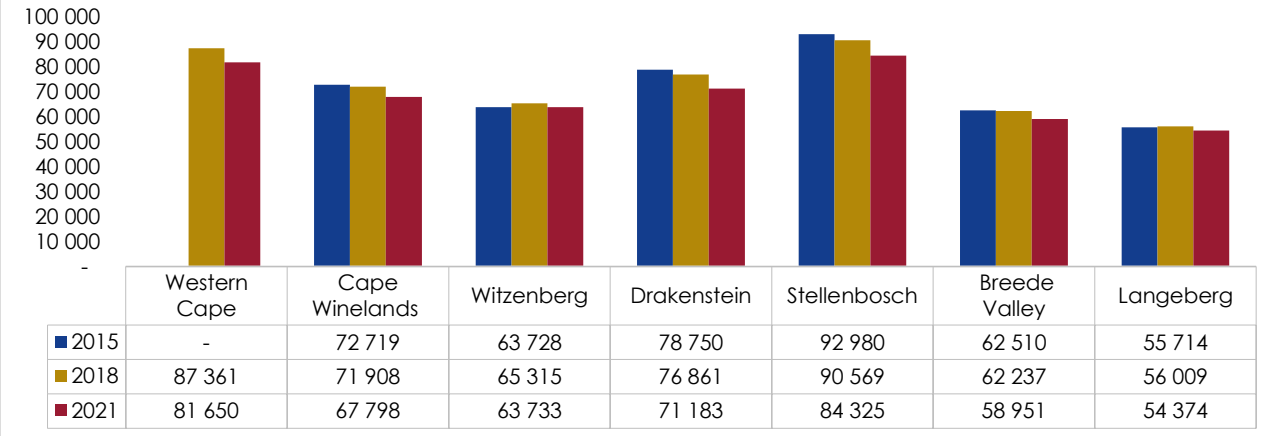
a) GDPR Per Capita

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 5: GDPR Per Capita



	Western Cape	Cape Winelands	Witzenberg	Drakenstein	Stellenbosch	Breede Valley	Langeberg
2015	-	72 719	63 728	78 750	92 980	62 510	55 714
2018	87 361	71 908	65 315	76 861	90 569	62 237	56 009
2021	81 650	67 798	63 733	71 183	84 325	58 951	54 374

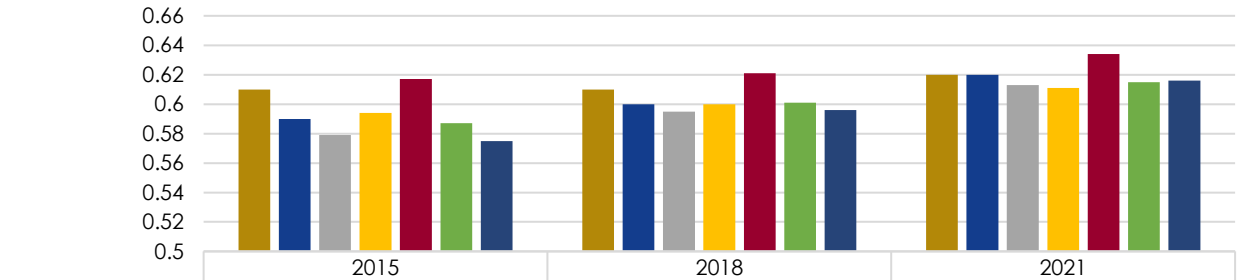
Source: Western Cape, Socio-Economic Profile 2022

b) 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 6: Income Inequality



	2015	2018	2021
Western Cape	0.61	0.61	0.62
Cape Winelands	0.59	0.6	0.62
Witzenberg	0.58	0.60	0.61
Drakenstein	0.59	0.60	0.61
Stellenbosch	0.62	0.62	0.63
Breede Valley	0.59	0.60	0.62
Langeberg	0.58	0.60	0.62

Source: Western Cape, Socio-Economic Profile 2022

c) Poverty Line[4]

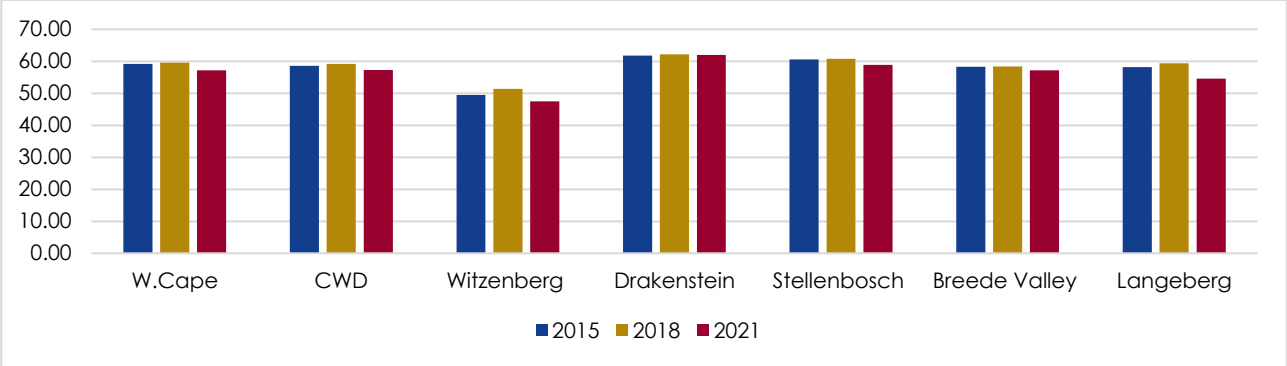
The Upper Bound Poverty Line[5] (UBPL) headcount ratio is the proportion of the population living below the UBPL i.e., that cannot afford to purchase adequate levels of food and non-food items. The UBPL in South Africa is R1 227 (in April 2019 prices) per person per month.

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.

[4] This refers to the amount of money that an individual will need to afford the minimum required daily energy intake. This is also commonly referred to as the "extreme" poverty line. *Source- STATSASA, Statistical Release, 2019. P0310.1*
[5] This refers to the food poverty line plus the average amount derived from non-food items of households whose food expenditure is equal to the food poverty line. *Source- STATSASA, Statistical Release, 2019. P0310.1*

Graph 7: Poverty Line



Source: Western Cape, Socio-Economic Profile 2022

1.9.17 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.

a) 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.

b) 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.

1.9.18 Safety and Security

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.

Table 11: Murder cases per 100 000

Area	Actual Number			Per 100 000		
	2019/20	2020/21	2021/22	2019/20	2020/21	2021/22
Stellenbosch	67	70	87	36	36	44
Cape Winelands District	381	394	414	41	42	43

Source: Western Cape, Socio-Economic Profile 2022

a) 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.

Table 12: Sexual Offenses per 100 000

Area	Actual Number			Per 100 000		
	2019/20	2020/21	2021/22	2019/20	2020/21	2021/22
Stellenbosch	204	230	194	108	119	99
Cape Winelands District	885	969	752	96	103	79

Source: Western Cape, Socio-Economic Profile 2022

b) 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.

Table 13: Drug-Related Offenses per 100 000

Area	Actual Number			Per 100 000		
	2019/20	2020/21	2021/22	2019/20	2020/21	2021/22
Stellenbosch	2 188	1 589	1 125	1 163	826	575
Cape Winelands District	7 933	5 903	5 729	859	628	600

Source: Western Cape, Socio-Economic Profile 2022

c) 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.

Table 14: DUI Offenses

Area	Actual Number			Per 100 000		
	2019/20	2020/21	2021/22	2019/20	2020/21	2021/22
Stellenbosch	256	153	252	136	80	128
Cape Winelands District	980	495	819	106	53	86

Source: Western Cape, Socio-Economic Profile 2022

d) Road user fatalities

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.

Table 15: Road user fatalities

Area	Stellenbosch		
	2019/20	2020/21	2021/22
Fatal Crashes	34	34	31
Road User Fatalities	37	35	39

Source: Western Cape, Socio-Economic Profile 2022

e) 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.

Table 16: Residential Burglaries per 100 000

Area	Actual Number			Per 100 000		
	2019/20	2020/21	2021/22	2019/20	2020/21	2021/22
Stellenbosch	1 273	971	958	677	505	489
Cape Winelands District	5 529	4 884	4 273	599	519	448

Source: Western Cape, Socio-Economic Profile 2022

1.9.19 Economy and Labour Market Performance

a) 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.

b) 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.

c) 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 of a percentage point 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 table below indicates the economic sector overview:

Table 17: Economic Sector Overview

SECTOR		GDPR		
	R million (2020)	%	Trend (2016 – 2020)	Real GDPR growth 2021e
Primary Sector	R1 059.7	(5.7%)	0.5	6.7
Agriculture. forestry and fishing	R1 022.6	5.5%	0.5	7.2
Mining and quarrying	R37.1	0.2%	1.6	-14.2
Secondary sector	R3 948.9	21.2	-3.7	3.8
Manufacturing	R3 039.7	16.3%	-3.4	5.0
Electricity. gas and water	R222.1	1.2%	-2.0	3.3
Construction	R687.2	3.7%	-5.0	-1.0
Tertiary sector	R13 616.9	73.1%	0.1	4.7
Wholesale and retail trade. catering and accommodation	R3 257.3	17.5%	-1.5	7.8
Transport. storage and communication	R1 522.3	8.2%	-0.8	6.9
Finance. insurance. real estate and business services	R4 943.2	26.5%	1.9	3.5
General government	R1 849.5	9.9%	0.7	-0.9
Community. social and personal services	R2 044.7	11.0%	-0.9	6.2
Stellenbosch	**R18 625.6**	**100%**	**-0.7**	**4.6**

Source: Western Cape, Socio-Economic Profile 2022

Table 18: Skill Levels Formal employment

Skill Levels Formal employment	Number of jobs	
	2019	2020
Skilled	14 305	14 433
Semi-skilled	23 353	23 327
Low-skilled	17 688	17 675
Total	**55 346**	**55 435**

Source: Western Cape, Socio-Economic Profile 2022

Table 19: Informal employment

Informal Employment	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021e
Number of informal jobs	11 632	12 161	13 329	13 505	14 052	12 921	13 168	12 704	12 022	9 863	8 211
% of Total Employment	26,9	26,7	27,5	27,6	27,3	25,2	25,6	24,5	23,1	20,4	17,5

Source: Western Cape, Socio-Economic Profile 2022

Table 20: Unemployment Rates

Unemployment rates	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021e
Stellenbosch	**10**	**9,9**	**9,6**	**10**	**9,3**	**10,2**	**10,6**	**10,6**	**11,6**	**12,9**	**16,1**
Cape Winelands	10,3	10,1	9,7	10,1	9,1	9,9	10,4	10,3	11,2	12,4	15,4

Source: Western Cape, Socio-Economic Profile 2022

1.10 Basic Service Delivery Highlights and Challenges

1.10.1 Key Basic Services Delivery Highlights

The following key basic services areas were achieved by the municipality:

Table 21: Key Basic Service Delivery Highlights

Service Area	Highlight	Description
Roads and Transport	Rehabilitation and resealing of roads	During the period under review, 12km of municipal roads were resealed in the following areas: • Cloetesville; • Ida's Valley; • Die Boord; • Noordwal; • Mostertsdrif; • Kayamandi; • Dalsig; and • Jamestown.
Water	Water Losses	Maintain water losses under the norm of 15%. The actual water losses accounted for 12.7%.
Electricity	Installation of Rooftop Photovoltaic	Stellenbosch Municipality has embarked on a Rooftop Solar Photovoltaic project where five municipal buildings were identified, and rooftop PV has been installed. The combined capacity of the five plants amounts to 710 kWp. There are other renewable energy projects planned to be implemented in the 2022/23 financial year.
	Network upgrades in Langrug	Network upgrades in Langrug were effected to realise 20 electrical connections.
	Electrification of Enkanini	The municipality constructed an electricity network in Enkanini to cater for 1 000 connections in 2020/21. In 2021/22 the Kayamandi Bulk Infrastructure Project was initiated to strengthen the bulk infrastructure to provide for the remaining backlogs in Enkanini.
	Refurbishment of Klein Mooiwater electricity infrastructure	Klein Mooiwater electricity infrastructure that was vandalised, was rehabilitated: Seven (7) households were supplied with electricity.
Refuse removal	Street Bins	Additional street bins were procured and delivered in February 2022.
	Builders' rubble diverted	Total builders' rubble diverted = 17 667 tons.
	Garden rubble waste diverted	Total garden waste diverted = 5 460 tons.
	Appointments of Area Cleaning Operators / Supervisors	Nine (9) operators / supervisors were appointed to enhance service delivery within the WC024.
	Recycling	Recyclable waste is now also being collected via a door-to-door service rendered by an appointed contractor. 39 tons of recyclable waste was collected during the 2021/22 financial year.
Integrated Human Settlements	Erf 7001, Cloetesville ("Soek-mekaar")	The goal of this development is the delivery of houses to the medium to upper (GAP) housing market and not aimed at BNG housing units (free houses). A new tender was advertised and closed on 26 July 2021. A service provider was appointed to undertake a Broad Conceptual Urban Design framework for Erf 7001, Cloetesville to

Service Area	Highlight	Description
		obtain town planning and development rights. The project is ongoing.
	Jamestown (Phases 2, 3 and 4)	The municipality appointed a service provider to undertake a Broad Conceptual Urban Design framework and to obtain town planning and development rights. The process and timeframe for Phases 2 and 3 will be concluded over a period of two (2) years. The project is ongoing.
	Erf 64, Kylemore	The Housing Development Agency (HDA) has been appointed to assist with the transfer of land from the National Department of Public Works (NDPW) to the Stellenbosch Municipality. The HDA must also further attend to the required applications to obtain land use rights, the registration of diagrams / general plans with the Surveyor General and the relevant applications to the Provincial Department of Human Settlements (PDoHS). On 15 November 2021, the NDPW issued a Power of Attorney for the municipality to develop the property.
	Housing Pipeline (annual review for the MTREF period of 2022 – 2025)	The Council approved unanimously on 25 May 2022, the annual review of the Stellenbosch Municipality Housing Pipeline for the MTREF period of 2022 – 2025. The Housing Pipeline indicates the planning and implementation of the different housing projects over a particular period for the greater Stellenbosch area.
	Rental stock	The Section: Housing Administration is implementing programmes within the budget constraints, to address this challenge.
		Contract management regarding allocations and legalisation in line with the appropriate policies is 50.
	Housing support and demand	Successful handover of 90 Title Deeds to beneficiaries in the following areas: Klapmuts (47), Pniël (2), Jamestown (4), Kayamandi (22), Kylemore (2), Cloetesville (7) and Ida's Valley (6).
		The PDoHS approved subsidies for 98 beneficiaries in the Longlands housing project.
		The appointment of two Conveyancing Attorney firms for a period of three years was effected to finalise the transfer of subsidised houses to their beneficiaries.
	Papplaas relocation	Eleven (11) families were successfully relocated from the dumping site to a safer location.
	Enkanini 1 000 electrical connections	Surveyed all the beneficiaries, created space for installation of the service and facilitated excellent cooperation between the municipality and community.

The detailed highlights and challenges will be discussed in Chapter 3 under each respective service.

1.10.2 Key Basic Services Challenges

Despite the highlights, challenges were experienced by the municipality as outlined below, however, actions were put in place to address these challenges:

Table 22: Key Basic Service Challenges

Department	Service Area	Challenge	Actions to address
Electricity	Staff Shortages	Pniël Network took over without any additional staff identified to render the service under the distribution license conditions.	Motivations for the identified vacancies to be filled have been submitted.
	Eskom streetlights	Eskom has without any formal handover stopped maintenance of streetlights in the WC024 for which Eskom was responsible. Although a thorough assessment is still required, it has been observed that the streetlight infrastructure is in a dilapidated state. This is also evident from the number of streetlight complaints received from the public.	Motivation for the filling of vacancies is being compiled. The exercise to determine the cost saving from the maintenance fee paid to Eskom has been conducted, which revealed that the municipality would incur a larger expenditure than savings to move and maintain the infrastructure to acceptable standards.
	Lack of Preventative Maintenance	Due to staff shortages, the preventative maintenance of electricity infrastructure is requiring attention.	The municipality is currently conducting internal investigations on the prioritisation of the filling of critical vacancies and budget considerations.
Waste Management	Lack of staff	Absence of a Youth Environmental Coordinator (YCOP) to assist with social engagement and awareness.	The municipality will explore filling the position within the department to undertake social engagement and awareness activities.
		Staff Constraints	Optimal recruitment and selection process.
	Illegal dumping	Increase in illegal dumping	Appointment of Youth Environmental Coordinator (YCOP) to assist with social engagement and awareness activities.
Integrated Human Settlements	Langrug, Franschhoek	The density in the number of structures impeded the implementation of these planning interventions. Land invasions at Langrug exacerbated the implementation of these projects. To implement the in-situ upgrading projects, a decanting site is required to relocate households to create enough space for upgrading.	To commence with the re-blocking of Langrug, a decanting site on Erf 3229, Mooiwater, Franschhoek is being developed (basic services), the process of which is currently underway. The Section: PMU to go out on tender to appoint a service provider to finalise detailed planning for the rehabilitation of the freshwater dam and implement an in-situ upgrading project.
	La Motte, Franschhoek	The property that the housing projects are earmarked on belongs to the National Department of Public Works and Infrastructure (NDPW&I). The development rights can only be obtained when the property is transferred to the municipality or a Power of Attorney (PoA) is provided.	The HDA submitted a new request for the State Land Release for the subject properties by DPW&I to HDA through Power of Attorney. The target timeframe for releasing land is in the 2022/23 and 2023/24 financial years, respectively. The HDA is to submit a Project Feasibility Report (PFR) requesting funding for land use rights for these projects.
	Meerlust, Franschhoek		
	Jonkershoek		

Department	Service Area	Challenge	Actions to address
	Rental stock Watergang Informal Settlement	Experiencing uncooperative and unruly tenants with disregard for the law and the lease agreement with the municipality.	Housing Consumer Education (HCE) is about anti-social behaviour on a daily. Interviews and warning letters are sent to transgressors.
		Insufficient funds to provide security services for vulnerable tenants.	The Section: Housing Administration is implementing programmes within the budget constraints, to address this challenge.
		Township establishment matters which have not been finalised are delaying the transfer of the erven within subsidised housing projects.	The appointment of a consultant (in terms of a tender) responsible for the submission of the necessary Land Use Planning applications for processing and a decision, was done by the Section: Housing Development.
		Structures in the way to install services.	Negotiations with the structure owners to create space for ablution facilities are ongoing.

1.11 Proportion of Households with Minimum Access to Basic Services

The source of the information below indicates municipal statistics:

Table 23: Households with a minimum level of Basic Services

The proportion of Households with a minimum level of Basic services	2019/20	2020/21	2021/22
Electricity Connections (% Share of HHS)	32 967	33 708	35 402
Water - available within 200 m of the dwelling	42 615	52 220	52 220
Sanitation - Households with at least VIP service	42 615	44 909	44 909
Waste collection - kerbside collection once a week	38 990	49 300	52 374

1.12 Financial Viability Highlights

Table 24: Municipal Viability Highlights

Highlight	Description
Long-Term Financial Plan	The municipality developed a long-term financial planning tool, that can be updated regularly for strategic planning.
Current ratio	The municipality maintained a very good current ratio of 1.68:1. This compares well with the norm of 1.5 to 2:1.
Collection rate	The municipality maintained a good collection rate for service debtors of 96% which is above the norm of 95%. This indicates that the municipality creditor control and debt collection processes are in place and the revenue is managed effectively.
Finance Charges	Finance charges represent 2.30% of the total operational expenditure. This compares favourably with the norm of 6% to 8%.
Liability Management	Capital Cost (Interest Paid and Redemption) represent 3.37% of total operating expenditure. This indicates that the municipality can take on additional financing from borrowing to invest in infrastructure projects.
mSCOA Specimen Financial Statements	The municipality implemented the National Treasury mSCOA specimen annual financial statements preparation template, where the financial statements are compiled utilising the data strings extracted from the financial system.
Debt Management	The municipality's total debt represents 13% of the total operational expenditure. This compares favourably with the norm of 45% and is an indication that the municipality can take on additional financing from borrowings.

1.13 Financial Viability Challenges

Table 25: Financial Viability Challenges

Challenge	Description
Financial Viability	The traceability of all debtors poses a challenge to the debt collection process. Low economic growth, increase in unemployment and above-inflation increases of the cost of water impacts on affordability of municipal accounts.
Revenue Leakage	An integrated revenue enhancement approach was followed to combat revenue leakages.

1.14 Financial Overview

Table 26: Financial Viability and Management Financial Overview (000')

Details	Original budget	Adjustment Budget	Actual
	R'000		
Income			
Grants (Operating and Capital)	309 867	337 576	289 060
Taxes, Levies and Tariffs	1 561 765	1 560 236	1 490 856
Other	236 008	229 250	248 370
Sub-Total	**2 107 640**	**2 127 062**	**2 028 286**
***Less* Expenditure**	*2 017 459*	*1 977 679*	*1 925 898*
Net surplus / (deficit)	**90 181**	**149 383**	**102 388**

1.14.1 Operating Ratios

Table 27: Operating Ratios

Detail	Expected norm	Actual	Variance
Employee Cost	35%-40%	29%	-(6%-11%)
Repairs and Maintenance	15%	3.34%	-11,6%
Finance Charges	15%	2.30%	-12.7%

Employee cost is below the national norm of between 35% to 40%, representing a positive outcome, Repairs and maintenance are below the norm, which indicates that expenditure on repairs and maintenance would have to be increased in future budgets to properly maintain the Council's assets. Finance charges are 12.7% lower than the norm of 15%, this can be attributed mainly to the municipality's ability to fund its capital programmes to some extent from its resources (CRR) and not external finance.

1.14.2 Total Capital Expenditure

Table 28: Total Capital Expenditure (000')

Detail	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
	R'000						
Original Budget	452 759	463 792	418 057	528 041	558 276	375 751	406 054
Adjustment Budget	437 183	482 580	499 855	563 550	577 905	453 880	403 508
Actual	**348 861**	**410 562**	**433 682**	**493 303**	**405 931**	**392 941**	**347 610**

1.15 Municipal Standard Chart of Accounts

MFMA Circular No. 80: Municipal Financial Systems and Processes requirements in support of the Municipal Standard Chart of Accounts (mSCOA) issued in terms of the Local Government: Municipal Finance Management, 2003 (Act No. 56 of 2003) (MFMA). In the MFMA SCOA Circular 1, it was indicated that mSCOA is a business reform rather than a mere financial reform and requires a multi-dimensional relationship.

The mSCOA was implemented in Stellenbosch Municipality on 01 July 2017. The municipality is in continuous engagement with the service provider, National Treasury and other municipalities through various working groups as well as online platforms to improve mSCOA compliance and functionality.

1.16 Organisational Development Overview

The municipality regarding municipal transformation and organisational development achieved the following highlights:

Table 29: Organisational development highlights

Highlight	Description
Filling of critical posts	Critical posts are filled as and when required with the availability of funds.
Organisational Stability	All staff placements were made in terms of the new organisational structure.

1.17 MFMA Competencies

In terms of section 83(1) of the MFMA, the accounting officer, senior managers, chief financial officer, non-financial managers and other financial officials of a municipality must meet the prescribed financial management competency levels that are key to the successful implementation of the MFMA. National Treasury prescribed such financial management competencies in Government Notice 493, dated 15 June 2007.

To assist the aforementioned officials in acquiring the prescribed financial competencies, National Treasury, with the collaboration of various stakeholders and role players in the local government sphere, developed an outcome-based NQF Level 6 qualification in municipal finance management. In terms of the Government Notice 493 of 15 June 2007, "(1) No municipality or municipal entity may, with effect, as of 1 January 2013 (exempted until 30 September 2015 as per Government Notice 179 of 14 March 2014), employ a person as a financial official if that person does not meet the competency levels prescribed for the relevant position in terms of these Regulations."

The table below provides details of the financial competency development progress as required by the regulation (Government Notice 493 of 15 June 2007):

Table 30: Financial Competency Development: Progress Report

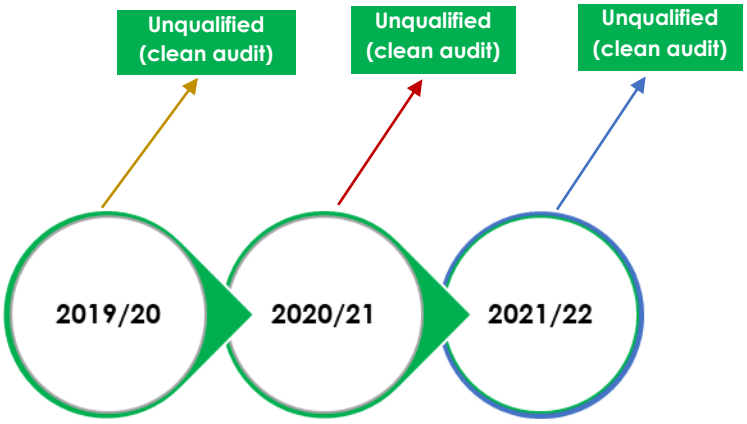
Description	A Total number of officials employed by municipality (Regulation 14(4)(a) and (c))	B Total number of officials employed by municipal entities (Regulation 14(4)(a) and (c)	Consolidated: Total of A and B	Consolidated: Competency assessments completed (Regulation 14(4)(b) and (d))	Consolidated: Total number of officials whose performance agreements comply with Regulation 16 (Regulation 14(4)(f))	Consolidated: Total number of officials that meet prescribed competency levels (Regulation 14(4)(e))
Financial Officials						
Accounting Officer	1	0	1	1	1	1
Chief Financial Officer	1	0	1	1	1	1
Senior Managers	4	0	4	4	4	4
Any other financial officials	1	0	1	1	1	1
Supply Chain Management Officials						
Heads of supply chain management units	1	0	1	1	1	1
Supply chain management senior managers	2	0	2	2	2	1
Total	**10**	**0**	**10**	**10**	**10**	**9**

1.18 Auditor General of South Africa's Report

The Auditor-General of South Africa has a constitutional mandate and, as the Supreme Audit Institution (SAI) of South Africa, exists to strengthen the country's democracy by enabling oversight, accountability and governance in the public sector through auditing, thereby building public confidence. In short, the Auditor-General checks the spending of public money by looking at whether it has been used ideally and for the purposes intended. This process is concluded by annually checking all government spending.

The diagram below indicates the audit outcome progress from 2019/20 to 2021/22.

Figure 4: Audit outcomes from 2019/20 - 2021/22



The audit outcomes of a municipality are based on the fair presentation and absence of significant misstatements in financial statements; performance information for predetermined objectives that was reliable and credible and all financial / non-financial information that complied with laws and regulations.

CHAPTER 2: GOOD GOVERNANCE AND PUBLIC PARTICIPATION

2.1 Introduction

Good Governance is an approach of government that is committed to creating a system founded on strengthening democracy, promoting transparency, building public administrative capacity, responding to public needs, and respecting human rights. It is measured by eight factors **namely participation, rule of law, transparency, responsiveness, consensus-oriented countability, effectiveness and efficiency, equitability, and inclusivity**. Within the context of good governance, corruption is minimised, the views of minorities are considered and the voices of the most vulnerable in society are heard in decision-making. It is also responsive to the present and future needs of society.

2.2 National Key Performance Indicators - Good Governance and Public Participation

The following table indicates the municipality's performance in terms of the National Key Performance Indicators required in terms of the Local Government: Municipal Planning and the Performance Management Regulations 796 of 2001 and section 43 of the MSA. This key performance indicator is linked to the National Key Performance Area - Good Governance and Public Participation.

Table 31: National KPI - Good Governance and Public Participation

KPA and Indicators	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
The percentage of a municipality's capital budget actually spent on capital projects identified for a particular financial year in terms of the municipality's integrated development plan.	85.08%	86.5%	87.5%	70.25%	86.57%	84.29%

2.3 Performance Highlights - Good Governance and Public Participation

Table 32: Highlights of Good Governance and Public Participation

Highlight	Description
Council	A new Council was established and remained stable and well-functioned throughout the 2021/22 financial year.
Audit Outcomes	Clean Audit for three consecutive years.
MSA Sections 79 and 80 Committees of Council	The establishment of functional S.80 and S.79 Committees of the Council and held meetings regularly.
Public Participation	The new Council had the opportunity to participate in the IDP sessions held in January 2022 and April 2022 with all 23 wards. The public participation processes were successfully done via online platforms and hybrid spaces. Interested and affected parties were encouraged to participate online and provide feedback on the IDP and Budget through the Stellenbosch Citizen App and email.
Communication	The municipality stays abreast with communication trends. Public participation has been rolled out via online streaming at satellite offices.
Compliance	The municipality adhered to all laws and regulations in terms of compliance.

2.4 Challenges - Good Governance and Public Participation

Table 33: Challenges of Good Governance and Public Participation

Description	Actions to address
Fraud and Corruption Management	Through the fraud hotline, direct calls received and walk-ins, active reporting has been ongoing. Unfortunately, it has become apparent that the fraud hotline and in particular the Regulations for Senior Managers (Misconduct and Financial Misconduct) are being abused to unfairly target individuals and management.

2.5 Public satisfaction with municipal services

No formal community surveys were developed – the community makes use of the social space to state their satisfaction or dissatisfaction with services and the municipality will try its utmost best to address the needs of the public.

COMPONENT A: POLITICAL AND ADMINISTRATIVE GOVERNANCE

2.6 Political Governance Structure

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 from the previous Council and the newly elected Council:

2.7 Council – 01 July 2021 to 30 June 2022

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

Table 34: Council for the period 01 July 2021 to 31 October 2021

Name of Councillor	Capacity	Political Party	Ward Councillor and Proportional (PR)
F Adams	Part-time	DNCA	Proportional Representative (PR)
FJ Badenhorst	MayCo member from 20 November 2019	DA	Ward Councillor: Ward 21
F Bangani-Menziwa [Ms]	Part-time	ANC	Ward Councillor: Ward 13
Ald PW Biscombe	Single Whip	DA	Ward Councillor: Ward 17
G Cele [Ms]	Part-time	ACDP	PR
P Crawley [Ms]	MayCo member	DA	PR
A Crombie (Ms)	Part-time	DA	Ward Councillor: Ward 20
Z Dalling [Ms]	Part-time	DA	Ward Councillor: Ward 9
R Du Toit [Ms]	Part-time	DA	Ward Councillor: Ward 10
J Fasser	Part-time	DA	PR
A Florence	Part-time	DA	PR
A Frazenburg	MayCo member	DA	Ward Councillor: Ward 1
E Fredericks [Ms]	Part-time	DA	Ward Councillor: Ward 18
T Gosa	Part-time	DA	PR
E Groenewald [Ms]	MayCo member	DA	Ward Councillor: Ward 22
J Hamilton	Part-time	DA	PR
AJ Hanekom	Part-time	DA	Ward Councillor: Ward 7
DA Hendrickse	Part-time	EFF	PR Councillor
JK Hendriks	Part-time	DA	Ward Councillor: Ward 19
LK Horsband [Ms]	Part-time	EFF	PR Councillor
N Jindela	Deputy Executive Mayor; Speaker from 14 Nov 2019	DA	PR Councillor
MC Johnson	Part-time	DA	Ward Councillor: Ward 4
DD Joubert	Part-time	DA	Ward Councillor: Ward 5

Name of Councillor	Capacity	Political Party	Ward Councillor and Proportional (PR)
N Mananga-Gugushe [Ms]	Part-time	ANC	Ward Councillor: Ward 12
C Manuel	Part-time	DA	Ward Councillor: Ward 3
NE Mcombring [Ms]	Part-time	DA	Ward Councillor: Ward 6
XL Mdemka [Ms]	MayCo member	DA	PR Councillor
C Moses [Ms]	Part-time	ANC	PR Councillor
RS Nalumango [Ms]	Part-time	ANC	PR Councillor
N Olayi	Part-time	DA	PR Councillor
MD Oliphant	Part-time	ANC	PR Councillor
SA Peters	MayCo member	DA	PR Councillor
WC Petersen [Ms]	Speaker; Deputy Executive Mayor from 14 November 2019	DA	Ward Councillor: Ward 2
MM Pietersen	MayCo member	DA	PR Councillor
WF Pietersen	Full-time MPAC Chairperson	PDM	PR Councillor
SR Schäfer	Part-time	DA	PR Councillor
Ald JP Serdyn [Ms]	Part-time	DA	Ward Councillor: Ward 11
N Sinkinya [Ms]	Part-time	ANC	Ward Councillor: Ward 15
P Sitshoti [Ms]	Part-time	ANC	Ward Councillor: Ward 14
Q Smit	MayCo member	DA	Ward Councillor: Ward 8
LL Stander	Part-time	ANC	PR Councillor
G van Deventer [Ms]	Executive Mayor	DA	PR Councillor
E Vermeulen [Ms]	Part-time	DA	Ward Councillor: Ward 16

Table 35: Council from 01 November 2021 – 30 June 2022

Name of Councillor	Capacity	Political Party	Ward Councillor and Proportional (PR)
G van Deventer (Ms)	Executive Mayor	DA	PR
JS Fasser	Deputy Executive Mayor including Human Settlements Portfolio	DA	PR
Q Smit	Speaker	DA	PR
A Hanekom	Part-time	DA	PR
A Crombie (Ms)	Part-time	DA	PR
X Kalipa	Part-time	DA	PR
P Crawley (Ms)	Chief Whip	DA	PR
X Mdemka (Ms)	Part - time	DA	PR
N Olayi	Part-time	DA	PR
R Pheiffer	Part-time	DA	Ward Councillor: Ward 1
WC Petersen (Ms)	Part-time	DA	Ward Councillor: Ward 2
C Manuel	Part-time	DA	Ward Councillor: Ward 3
R Adams	MayCo Member	DA	Ward Councillor: Ward 4
RB van Rooyen	Part-time	DA	Ward Councillor: Ward 5
NE Mcombring (Ms)	Part-time	DA	Ward Councillor: Ward 6
A Ferns (Ms)	Part-time	DA	Ward Councillor: Ward 7
C van Wyk (Ms)	MayCo Member	DA	Ward Councillor: Ward 8

Name of Councillor	Capacity	Political Party	Ward Councillor and Proportional (PR)
Z Dalling (Ms)	MayCo Member	DA	Ward Councillor: Ward 9
R du Toit (Ms)	MayCo Member	DA	Ward Councillor: Ward 10
J Serdyn (Ms)	Part-time	DA	Ward Councillor: Ward 11
E Vermeulen (Ms)	Part-time	DA	Ward Councillor: Ward 16
P Johnson	MayCo Member	DA	Ward Councillor: Ward 17
J Anthony (Ald)	Part-time	DA	Ward Councillor: Ward 18
J Williams	MayCo Member	DA	Ward Councillor: Ward 19
J Joon	MayCo Member	DA	Ward Councillor: Ward 20
R Badenhorst	MayCo Member	DA	Ward Councillor: Ward 21
E Groenewald (Ms)	Part-time	DA	Ward Councillor: Ward 22
L Mkamisa	MayCo Member	DA	Ward Councillor: Ward 23
RS Nalumango (Ms)	Part-time	ANC	PR
N Ntsunguzi (Ms)	Part-time	ANC	PR
MG Rataza	Part-time	ANC	PR
N Mananga – Gugushe (Ms)	Part-time	ANC	PR
A Tomose	Part-time	ANC	Ward Councillor: Ward 12
M Nkopane (Ms)	Part-time	ANC	Ward Councillor: Ward 13
MM Danana	Part-time	ANC	Ward Councillor: Ward 14
EP Masiminini	Part-time	ANC	Ward Councillor: Ward 15
CD Noble	Part-time	GOOD	PR
RB Hendrikse (Ms)	Part-time	GOOD	PR
M van Stade	Part-time	GOOD	PR
ZR Ndalasi	Part-time	EFF	PR
NM Mkhontwana (Ms)	Part-time	EFF	PR
OL Jooste	Part-time	ACDP	PR
W Pietersen	Full-time MPAC Chairperson	PDM	PR
J Andrews	Part-time	PA	PR
I De Taillefer (Ms)	Part-time	VF Plus	PR

The table below indicates the Council meetings attendance for the 2021/22 financial year.

Table 36: Council meetings for the 2021/22 financial year

Meeting dates	Number of items (resolutions) submitted	Percentage Attendance of Council Meetings	Percentage Apologies for non-Attendance
28 July 2021	30	100%	-
24 August 2021	11	100%	-
29 September 2021	12	100%	-
28 October 2021	No meeting	-	-
23 November 2021	9	100%	-
10 December 2021	11	100%	-
28 January 2022	18	100%	-
23 February 2022	8	100%	-
30 March 2022	23	100%	-
26 April 2022	17	100%	-

Meeting dates	Number of items (resolutions) submitted	Percentage Attendance of Council Meetings	Percentage Apologies for non-Attendance
25 May 2022	17	100%	-
22 June 2022	19	100%	-

2.8 Executive Mayoral Committee

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, delegated powers by the Council were assigned.

Although accountable for the strategic direction and performance of the municipality, the Executive Mayor operates in consultation with the Mayoral Committee.

The Executive Mayoral Committee positions were occupied as follows.

Table 37: Executive Mayoral Committee

Executive Mayoral Committee 1 July 2021 – 31 October 2021		Executive Mayoral Committee 01 November 2021 – 30 June 2022	
Name of member	**Portfolio**	**Name of member**	**Portfolio**
G van Deventer (Adv) [Ms]	Executive Mayor	Alderman G van Deventer	Executive Mayor
N Jindela	Deputy Executive Mayor; Chairperson: Human Settlements Committee	Cllr J Fasser	Deputy Executive Mayor, including Integrated Human Settlements
WC Petersen (Ms)	Speaker	Cllr P Johnson	MayCo member: Financial Services
FJ Badenhorst	MayCo member: Chairperson: Community and Protection Services	Cllr Z Dalling	MayCo member: Infrastructure Services
P Crawley [Ms]	MayCo member: Chairperson: Financial Services	Cllr R Badenhorst	MayCo member: Protection Services
A Frazenburg	MayCo member: Chairperson: Corporate Services	Cllr L Mkamisa	MayCo member: Corporate Services
E Groenewald [Ms]	MayCo member: Chairperson: Planning and Economic Development	Cllr R Adams	MayCo member: Youth, Sport and Culture
XL Mdemka [Ms]	MayCo member: Chairperson: Parks, Open Spaces and Environment	Cllr J Williams	MayCo member: Rural Management
SA Peters	MayCo member: Chairperson: Rural Management and Tourism	Cllr R du Toit	MayCo member: Local Economic Development and Tourism
J Fasser	MayCo member: Chairperson: Youth, Sport and Culture	Cllr J Joon	MayCo member: Community Development (Parks, Open Spaces and Environment)
Q Smit	MayCo member: Chairperson: Infrastructure Services	Cllr C van Wyk	MayCo member: Planning

The table below indicates the dates of the Executive Mayoral Committee meetings and the number of reports submitted to the Council for the 2021/22 financial year.

Table 38: Executive Mayoral Committee Meetings held for the period 01 July 2021 – 31 October 2021 to 01 November 2021 – 30 June 2022

Meeting dates	Number of items submitted
21 July 2021	9
18 August 2021	9
15 September 2021	7
15 October 2021	4
17 November 2020	4
21 January 2022	11
16 February 2022	6
23 March 2022	23
19 April 2022	10
18 May 2022	12
08 June 2022	9

2.8.1 Portfolio Committees

In terms of Section 80 of the Local Government: Municipal Structures Act, 1998 (Act No. 117 of 1998), if a council has an executive committee, it may, in terms of Section 79, appoint committees of councillors to assist the executive committee or executive mayor. Section 80 stipulates that committees are permanent committees that specialise in a specific functional area of the municipality and, in some instances, may make decisions on specific functional issues. They advise the executive committee on policy matters and make recommendations to the council.

The tables below show a comparison of the portfolio committees and meeting dates from 01 July 2021 until 31 October 2021 and the newly elected mayoral committee from 01 November 2021 until 30 June 2022.

2.8.1.1 Planning and Economic Development Portfolio Committee

Table 39: Planning and Economic Development Committee

Period 01 July 2021 – 31 October 2021	
Name of member	**Capacity**
E Groenewald [Ms]	Portfolio Chairperson
J Fasser	Committee member
T Gosa	Committee member
AJ Hanekom	Committee member
RS Nalumango [Ms]	Committee member

2.8.1.2 Planning and Economic Development Portfolio Committee meetings for the period of 01 July 2021 until 31 October 2021

Table 40: Planning and Economic Development Portfolio Committee Meeting dates

Period 01 July 2021 – 31 October 2021	
Meeting dates	Number of reports submitted
NONE	-

2.8.1.3 Planning Portfolio Committee for the period of 15 November 2021 until 30 June 2022

Table 41: Planning Portfolio Committee

Period 15 November 2021– 30 June 2022	
Name of member	**Capacity**
C Van Wyk	Chairperson

2.8.1.4 Planning Portfolio Committee meetings for the period of 15 November 2021 until 30 June 2022

Table 42: Planning and Economic Development Portfolio Committee Meeting dates

Period 01 July 2021 – 31 October 2021	
Meeting dates	Number of reports submitted
13 June 2022	2
20 June 2022	2

2.8.1.5 Local Economic Development and Tourism Portfolio Committee for the period of 15 November 2021 until 30 June 2022

Table 43: Local Economic Development and Tourism Portfolio Committee

Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**
R Du Toit (Ms)	MayCo member
N Mcombring (Ms)	Committee member
R Pheiffer	Committee member
I De Taillerfer	Committee member

2.8.1.6 Local Economic Development and Tourism Portfolio Committee meetings for the period of 15 November 2021 until 30 June 2022

Table 44: Local Economic Development and Tourism Portfolio Committee Meeting dates

Period 15 November 2021 – 30 June 2022	
Meeting dates	Number of reports submitted
20 June 2022	2

2.8.1.7 Infrastructure Committee

Table 45: Infrastructure Services Portfolio Committee

Period 01 July 2021 – 30 June 2022	
Name of member	Capacity
Q Smit	Portfolio Chairperson
AJ Hanekom	Committee Member
NE Mcombring [Ms]	Committee Member
C Moses [Ms]	Committee Member
Ald JP Serdyn [Ms]	Committee Member

2.8.1.8 Infrastructure Services Portfolio Committee for the period of 15 November 2021 until 30 June 2022

Table 46: Infrastructure Services Portfolio Committee

Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**
Z Dalling (Ms)	MayCo member
R van Rooyen (Ms)	Committee member
N Mcombring (Ms)	Committee member
R Nalumango (Ms)	Committee member
Z Ndalasi (Ms)	Committee member

2.8.1.9 Infrastructure Services Portfolio Committee meetings for the period of 01 July 2021 until 30 June 2022

Table 51: Infrastructure Services Portfolio Committee Meeting dates

Period 01 July 2021 – 30 June 2022	
Meeting dates	**Number of reports**
None	

2.8.1.10 Financial Services Portfolio Committee for the period of 01 July 2021 until 31 October 2021

Table 47: Financial Services Portfolio Committee

Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**
P Johnson	Portfolio Chairperson
W Petersen (Ms)	Committee Member
E Groenewald (Ms)	Committee Member
A Tomose	Committee Member
R Hendrickse (Ms)	Committee Member

2.8.1.11 Financial Services Portfolio Committee meetings for the period of 01 July 2021 until 30 June 2022

Table 48: Financial Services Portfolio Committee Meeting dates

Period 01 July 2021 – 30 June 2022	
Meeting dates	**Number of reports**
14 June 2022	1

2.8.1.12 Community and Protection Services Portfolio Committee for the period of 01 July 2021 until 31 October 2021

Table 49: Community and Protection Services Portfolio Committee

Period 1 July 2021 – 31 October 2021	
Name of member	**Capacity**
FJ Badenhorst	Portfolio Chairperson
JK Hendriks	Committee Member
C Manuel	Committee Member
N Olayi	Committee Member
P Sitshoti [Ms]	Committee Member
LL Stander	Committee Member

2.8.1.13 Community and Protection Portfolio Committee meetings for the period of 01 July 2021 until 31 October 2021

Table 50: Community and Protection Services Portfolio Committee Meeting Dates

Meeting dates	Number of reports submitted
04 August 2021	7
01 September 2021	3

2.8.1.14 Protection Services Portfolio Committee for the period of 15 November 2021 until 30 June 2022

Table 51: Protection Services Portfolio Committee

Period 1 5 November 2021 – 30 June 2022	
Name of member	**Capacity**
R Badenhorst	Chairperson
C Manuel	Committee member
A Hanekom	Committee Member
M Nkopane (Ms)	Committee member
N Mkhontwana (Ms)	Committee member

2.8.1.15 Protection Portfolio Committee meetings for the period of 15 November 2021 until 30 June 2022

Table 52: Protection Services Portfolio Committee Meeting Dates

Period 1 5 November 2021 – 30 June 2022	
Meeting dates	**Number of reports submitted**
None	

2.8.1.16 Parks, Open Spaces and Environment Portfolio Committee for the period of 01 July 2021 until 31 October 2021

Table 53: Parks, Open Spaces and Environment Portfolio Committee

Period 01 July 2021 – 31 October 2021	
Name of member	**Capacity**
XL Mdemka [Ms]	Portfolio Chairperson
F Adams	Committee Member
Ald JP Serdyn [Ms]	Committee Member
E Vermeulen [Ms]	Committee Member

2.8.1.17 Parks, Open Spaces and Environment Portfolio Committee for the period of 15 November 2021 until 30 June 2022

Table 54: Parks, Open Spaces and Environment Portfolio Committee

Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**
J Joon	Chairperson
E Vermuelen (Ms)	Committee member
A Hanekom	Committee member
M Nkopane (Ms)	Committee member

2.8.1.18 Parks, Open Spaces, and Environment Portfolio Committee meetings for the period of 01 July 2021 until 30 June 2022

Table 55: Parks Open Spaces and Environment Portfolio Committee Meeting Dates

Period 01 July 2021 – 30 June 2022	
Meeting dates	**Number of reports**
11 August 2021	2
08 September 2021	4

2.8.1.19 Corporate Services Portfolio Committee for the period of 01 July 2021 until 31 October 2021

Table 56: Corporate Services Portfolio Committee

Period 01 July 2021 – 31 October 2021	
Name of member	**Capacity**
AR Frazenburg	Portfolio Chairperson
F Bangani-Menziwa [Ms]	Committee Member
Z Dalling [Ms]	Committee Member
R Du Toit [Ms]	Committee Member

2.8.1.20 Corporate Services Portfolio Committee for the period of 15 November 2021 until 30 June 2022

Table 57: Corporate Services Portfolio Committee

Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**
L Nkamisa	Portfolio Chairperson
J C Anthony	Committee member
J Serdyn (Ms)	Committee member
M Rataza	Committee member

2.8.1.21 Corporate Services Portfolio Committee meetings for the period of 01 July 2021 until 30 June 2022

Table 58: Corporate Services Portfolio Committee Meeting Dates

Period 01 July 2021 – 30 June 2022	
Meeting dates	**Number of reports**
13 June 2022	1

2.8.1.22 Human Settlements Portfolio Committee for the period of 01 July 2021 until 31 October 2021

Table 59: Human Settlements Portfolio Committee

Period 01 July 2021 – 31 October 2021	
Name of member	**Capacity**
N Jindela	Portfolio Chairperson (until 13 November 2019)
WC Petersen [Ms]	Portfolio Chairperson (from 14 November 2019)
G Cele [Ms]	Committee member
A Crombie [Ms]	Committee member
LK Horsband [Ms]	Committee member
DD Joubert	Committee member

2.8.1.23 Human Settlements Portfolio Committee for the period of 15 November 2021 until 30 June 2022

Table 60: Human Settlements Portfolio Committee

Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**
J Fasser	Deputy Executive Mayor - Chairperson
E Vermeulen (Ms)	Committee member
J Serdyn (Ms)	Committee member
N Ntsunguzi (Ms)	Committee member
M van Stade	Committee member

2.8.1.24 Human Settlements Portfolio Committee meetings for the period of 01 July 2021 until 30 June 2022

Table 61: Human Settlements Portfolio Committee Meetings

Period 01 July 2021 – 30 June 2022	
Meeting dates	**Number of reports**
None	

2.8.1.25 Rural Management and Tourism Portfolio Committee for the period of 01 July 2021 until 31 October 2021

Table 62: Rural Management and Tourism Portfolio Committee

Period 1 July 2021 – 31 October 2022	
Name of member	**Capacity**
SA Peters	Portfolio Chairperson
A Crombie [Ms]	Committee Member

Period 1 July 2021 – 31 October 2022	
Name of member	**Capacity**
JK Hendriks	Committee Member
LK Horsband [Ms]	Committee Member

2.8.1.26 Rural Management Portfolio and Tourism Portfolio Committee meetings for the period of 01 July 2021 until 31 October 2021

Table 63: Rural Management Portfolio Committee Meeting dates

Period 01 July 2021 – 31 October 2021	
Meeting dates	Number of reports submitted
None	

2.8.1.27 Rural Management Portfolio Committee for the period of 15 November until 30 June 2022

Table 64: Rural Management Portfolio Committee

Period 15 November 2021– 30 June 2022	
Name of member	**Capacity**
J Williams	Chairperson
X Mdemka	Committee member
C Manuel	Committee member
E Masimini	Committee member

2.8.1.28 Rural Management Portfolio Committee meetings for the period of 15 November 2021 until 30 June 2022

Table 65: Rural Management Portfolio Committee Meeting dates

Period 15 November 2021 – 30 June 2022	
Meeting dates	Number of reports submitted
None	

2.8.1.29 Youth, Sport and Culture Portfolio Committee for the period of 01 July 2021 until 31 October 2021

Table 66: Youth, Sport and Culture Portfolio Committee

Period 1 July 2021 – 31 October 2021	
Name of member	**Capacity**
MM Pietersen	Portfolio Chairperson
R Du Toit [Ms]	Committee Member

Period 1 July 2021 – 31 October 2021	
Name of member	**Capacity**
DA Hendrickse	Committee Member
N Sinkinya [Ms]	Committee Member
E Vermeulen [Ms]	Committee Member

2.8.1.30 Youth, Sport and Culture Portfolio Committee for the period of 15 November until 30 June 2022

Table 67: Youth, Sport and Culture Portfolio Committee

Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**
R Adams	Chairperson
R Pheiffer	Committee member
R van Rooyen	Committee member
C Noble	Committee member
J Andrews	Committee member

2.8.1.31 Youth, Sport and Culture Portfolio Committee meetings for the period of 01 July 2021 until 30 June 2022

Table 68: Youth, Sport and Culture Portfolio Committee Meeting Dates

Period 01 July 2021 – 30 June 2022	
Meeting dates	**Number of reports**
05 August 2021	4
02 September 2021	4
01 September 2022	6

2.8.2 Section 79 Committees

2.8.2.1 Municipal Public Accounts Committee (MPAC)

Table 69: MPAC Committee

Period 01 July 2021 – 31 October 2021		Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**	**Name of member**	**Capacity**
WF Pietersen	Chairperson	WF Pietersen	Chairperson
E Fredericks [Ms]	Committee Member	A Crombie	Committee Member
N Mananga-Gugushe [Ms]	Committee Member	A Ferns	Committee Member
SR Schäfer	Committee Member	O Jooste	Committee Member
NE McOmbring	Chairperson	X Kalipa	Committee Member
RS Nalumango (Ms)	Committee Member	N Mananga-Gugushe [Ms]	Committee Member

Period 01 July 2021 – 31 October 2021		Period 15 November 2021 – 30 June 2022	
Name of member	**Capacity**	**Name of member**	**Capacity**
MC Johnson	Committee Member	N Olayi	Committee Member

Table 70: MPAC Meeting Dates

Meeting dates	Number of reports
17 June 2022	4
19 August 2022	-

2.8.2.2 Appeals Committee

Table 71: Appeals Committee

Name of member	Capacity
N Jindela	Chairperson
G Cele [Ms]	Committee Member
P Crawley [Ms]	Committee Member
MD Oliphant	Committee Member
Q Smit	Committee Member
N Jindela	Chairperson
G Cele [Ms]	Committee Member

Table 72: Appeals Committee Meeting Dates

Meeting dates	Number of reports
None	

2.8.2.3 Local Labour Forum (LLF)

Table 73: Local Labour Forum (LLF)

Period 01 July 2021 – 31 October 2021		Period 15 November 2021 – 30 June	
Name of member	**Capacity**	**Name of member**	**Capacity**
N Jindela	Chairperson	L Nkamisa	Chairperson
Q Smit	Committee Member	NS Louw	Committee Member
MD Oliphant	Committee Member	I De Tailerfer (Ms)	Committee Member
P Crawley [Ms]	Committee Member	C Van Wyk	Committee Member
G Cele (Ms)	Committee Member	N Olayi	Committee Member
-	-	R Pheiffer	Committee Member
-	-	N Mananga-Gugushe (Ms)	Committee Member

Table 74: Local Labour Forum Meeting Dates

Meeting dates	Number of reports
26 July 2021	11
28 February 2022	15
28 March 2022	10
25 April 2022	13 (Re-scheduled for 16 May 2022)
16 May 2022	13

2.8.2.4 Employment Equity Committee

Table 75: Employment Equity Committee

Name of member	Capacity
E Groenewald [Ms]	Portfolio Chairperson
J Hamilton	Committee Member
LK Horsband [Ms]	Committee Member
XL Mdemka [Ms]	Committee Member
WC Petersen [Ms]	Committee Member

Table 76: Employment Equity Committee Meeting dates

Meeting dates	Number of reports
None	

2.8.2.5 Councillor Disciplinary Committee

Table 77: Councillor Disciplinary Committee Portfolio Committee

Name of member	Capacity
Q Smit	Portfolio Chairperson
A Frazenburg	Committee Member
E Groenewald [Ms]	Committee Member
N Sinkinya [Ms]	Committee Member
LL Stander	Committee Member

Table 78: Councillor Disciplinary Committee Portfolio Committee meeting dates

Meeting dates	Number of reports
None	

2.8.2.6 Rules Portfolio Committee

Table 79: Rules Portfolio Committee

Name of member	Capacity
WC Petersen [Ms] (until 13 November 2019)	Portfolio Chairperson
N Jindela (from 14 November 2019)	Portfolio Chairperson
Ald PW Biscombe	Committee Member
G Cele [Ms]	Committee Member

Name of member	Capacity
P Crawley [Ms]	Committee Member
J Hamilton	Committee Member
P Sitshoti [Ms]	Committee Member

Table 80: Rules Portfolio Committee Meeting dates

Meeting dates	Number of reports
None	

2.9 Strategic Governance Structure

The Municipal Manager is the Chief Accounting Officer of the municipality and the head of the administration and serves as chief custodian of service delivery and implementation of political priorities. The municipal manager is assisted by the directors, which constitute the Management Team, whose structure is outlined in the diagram below. All the executive team have signed performance agreements for the year under review.

Figure 5: Top Management Structure

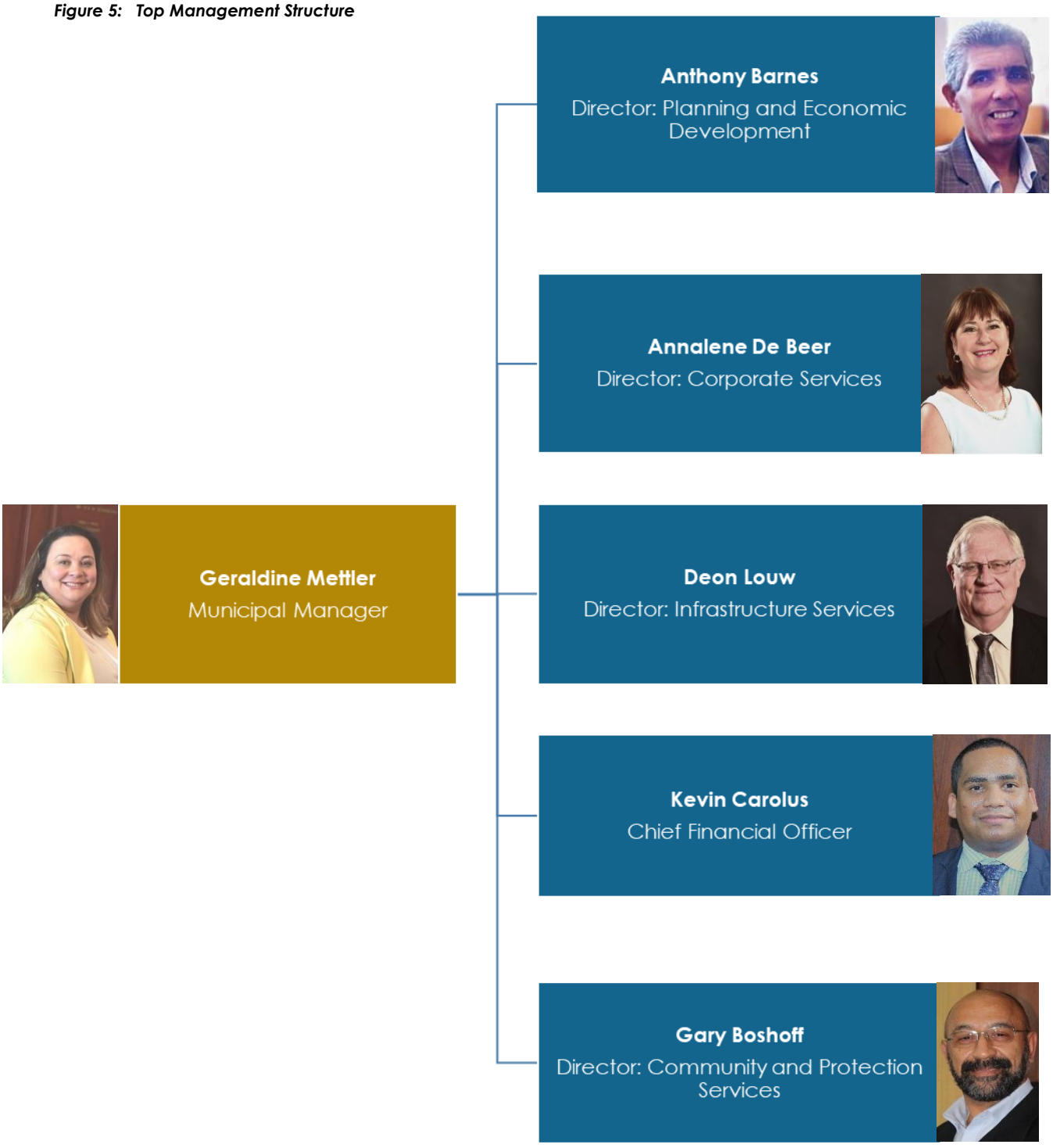
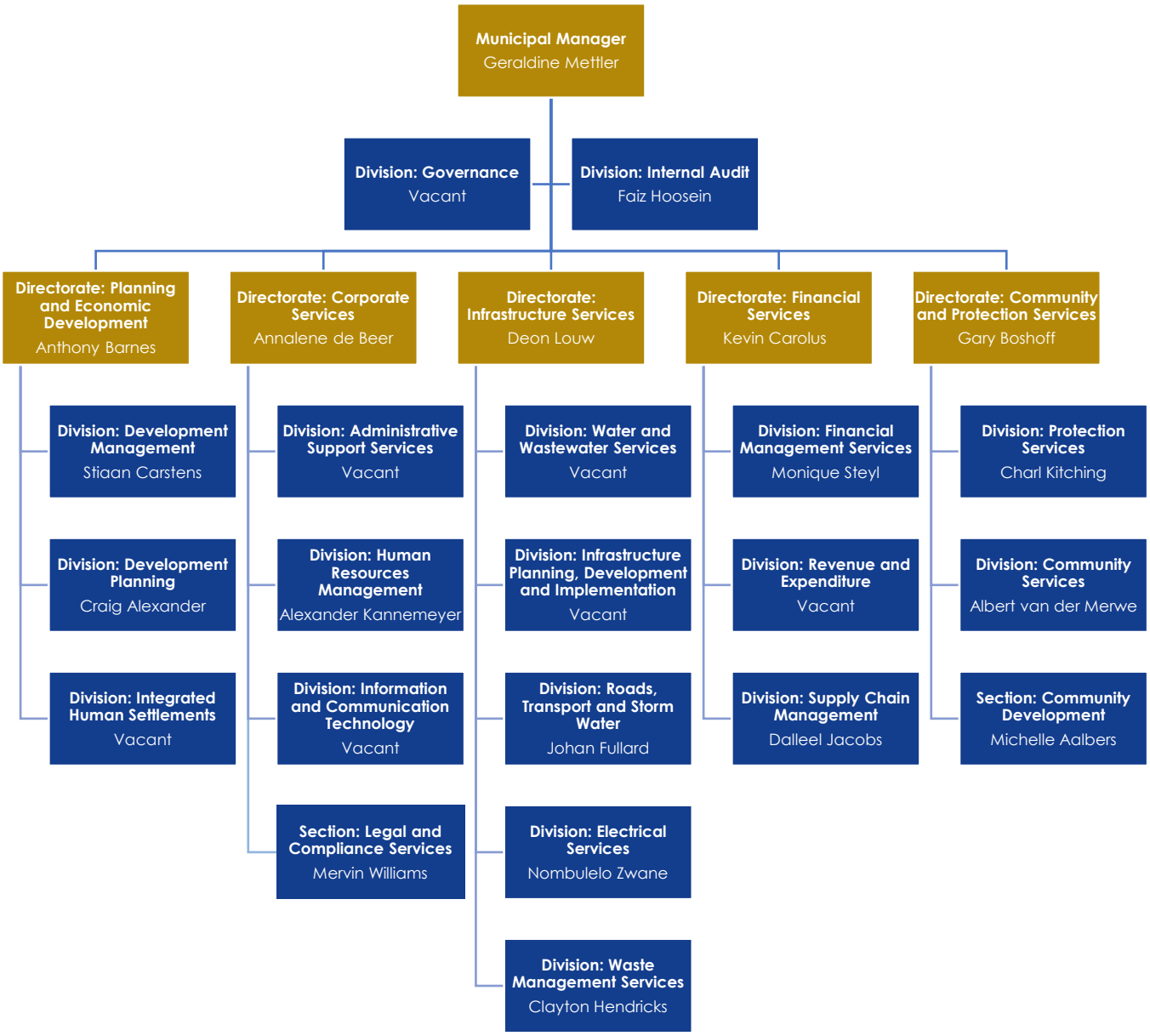


Figure 6: Macro Structure



COMPONENT B: PUBLIC ACCOUNTABILITY

MSA section 15(b) requires a municipality to establish and organise its administration to facilitate a culture of accountability amongst its staff. Section 16(i) states that a municipality must develop a system of municipal governance that complements formal representative governance with a system of participatory governance. Section 18(i)(d) requires a municipality to supply its community with information concerning municipal governance, management and development.

The participation outlined above is required in terms of the:

- preparation, implementation and review of the IDP;
- establishment, implementation and review of the performance management system;
- monitoring and review of performance, including the outcomes and impact of such performance; and
- preparation of the municipal budget.

2.10 Intergovernmental Relations

2.10.1 National Intergovernmental Structures

The National Forum, i.e. The Municipal Managers Forum, facilitated by the Department of Cooperative Government and Traditional Affairs (COGTA) meets twice per annum. New legislation and its implications, as well as challenges for local government, e.g. financial sustainability, professionalism and oversight structures, are discussed.

The Directorate: Infrastructure Services represented by the Director: Infrastructure Services as a member of the national WRC / SALGA Municipal Benchmarking Initiative in Water Services, which collaborates in a national programme towards the improvement of water services, co-driven by SALGA and the Water Research Commission (WRC) and in collaboration with eThekwini Municipality, MILE (Municipal Institute of Learning), representatives of other municipalities, the Institute of Municipal Engineers (IMESA) and the Department of Water and Sanitation (DWS).

2.10.2 Provincial Intergovernmental Structures

a) Office of the Municipal Manager

The Stellenbosch Municipality is a keen participant in joint intergovernmental planning initiatives of the Provincial Government. MinMay (Provincial Ministers, Provincial Heads of Departments, Mayors and Municipal Managers) and the Premier's Coordinating Forum are provincial forums for fruitful interaction regarding local government cooperation and challenges. These meetings are held bi-annually. The Provincial Municipal Managers Forum meets quarterly.

Chief Audit Executive and Chief Risk Officer fora are held quarterly in conjunction with Provincial Treasury where all municipalities share best practices and consult on areas of improvement.

Stellenbosch is represented on the Provincial IDP Managers Forum, and the Provincial Public Participation and Communication Forum, all of which are facilitated by the Provincial Department of Local Government.

b) Financial and Corporate Services

The Directorate: Financial Services participates in several provincial fora quarterly. The fora include the Supply Chain Management Forum, the Municipal Property Rates Act Forum, the Management Accountants Forum as well as the Chief Financial Officer Forum.

The Municipal Court is in full operation and collaborates with the Department of Justice regularly.

c) Planning and Economic Development

The municipality is represented by the Manager: Spatial Planning on the task team set up by DEA&DP to revise the Provincial Spatial Development Framework (PSDF). Through this inter-governmental process, Stellenbosch Municipality can provide input into the format and substance of this document that will have a legal bearing on all local municipalities in the Western Cape.

The DEA&DP and the municipality established a working group to consult monthly or more regularly as the need arises about environmental authorisation applications and land use (spatial planning) matters. Slow response times to applications by developers, entrepreneurs, farmers, service providers (Eskom, Telkom, cellular operators, etc.), waste management bodies, mining operators and road authorities, cause delayed investment and infrastructure provisions. This has negative effects on the economy, hence the working group was established to increase the speed with which the applications are administered.

The working group consists of the technical role players and it is overseen by the portfolio councillors of the municipality. This structure ensures prior commitment to and understanding of matters to be reported to the relevant portfolio committees or council. The working group is administered by the DEA&DP and meetings are in liaison with the Directorate: Planning and Economic Development, which must invite and ensure attendance by affected internal role players.

Monthly Technical Meetings between the PDoHS and Stellenbosch Municipality:

a) The PDoHS and the municipality meet monthly to discuss all Housing Development policies and budget-related matters in housing delivery. During the meeting, the overall performance of each municipality is discussed in detail as mitigating options if the need arises.
b) Applications of new and existing projects are also discussed with the PDoHS. The municipality receives information relating to beneficiary administration, outstanding approvals, informal settlement challenges, title deed transfers, farmworker evictions and other matters concerning housing delivery. Legislation and court rulings are also discussed to ensure that senior officials are aware of any new implementation programmes, circulars and legal precedents.
c) The Section: Informal Settlements also represents the municipality at the bi-monthly Informal Settlements Support Programme (ISSP) meetings of the Provincial Settlements (PDoHS). The latter programme aims to interpret National and Provincial guidelines concerning the upgrading of informal settlements. The purpose of these monthly meetings is to discuss best practices in informal settlements within the Cape Winelands region; and
d) The Section: Informal Settlements furthermore collaborates between various municipal departments and Stats SA. The collaboration is aimed at regularising the municipality's data collection efforts into a format that is acceptable to Stats SA and that the collected data eventually will meet the standards as required by Stats SA.

e) Infrastructure Services

The Directorate participates in the Stellenbosch River Collaborative Steering Committee to develop a multi-stakeholder collaborative governance process within which to deal with issues of water quality and pollution in the Stellenbosch rivers. The participants include the Winelands Water Users Association, Stellenbosch Municipality, Department of Water Affairs, the Department of Environmental Affairs, Cape Nature, WWF, Wildlands and key stakeholders in the wine industry such as Spier and the Distell group.

The 3rd Generation Integrated Waste Management Plan (IWMP), gives direction regarding Waste-to-Energy, Alternate Waste Management options and Waste Management project proposals. This innovative approach was recognised by the DEA&DP when the municipality was requested to assist three other local municipalities in taking this approach. The municipalities of Beaufort West, Prins Albert and Laingsburg were assisted in this manner by the visit of the Waste Management Department team, who trained their local officials as well as assisted with the first data collection exercise.

Stellenbosch Municipality is represented at the quarterly Waste Management Officers Forums; where best practices, changing legislation, feedback from national and provincial government policy changes, etc. are discussed to keep all municipalities in the Western Cape abreast of all issues about waste management. The Western Cape Recycling Action Group (RAG) quarterly forums, although more geared at private-sector contributions to waste minimisation, also provide the platform for municipalities to engage with each other and the private sector for waste minimisation opportunities.

The Department: Electrical Services is extensively involved with other local municipalities' electricity departments through the Association of Municipal Electricity Utilities (AMEU). The AMEU promotes quality of service and management excellence amongst its members in the field of electricity supply and facilitates communication between its members and between members and the technical, economic and political environment, to influence that environment.

f) Community and Protection Services

Traffic Services liaises with Western Cape Government: Department Transport and Public Works continuously on matters related to transport administration and licensing, traffic law administration (motor-vehicle licensing) and issuing of learner and driving licenses.

The department further engages with RTIA, RTMC, the Director of Public Prosecutions and the Department of Justice regarding legislative requirements and adherence.

To execute the Safely Home Programme, the department interacts with various engineering entities such as provincial engineers and Cape Winelands District Council. The Western Cape Government developed the Provincial Strategic Plan (PSP) which gave rise to policies, programmes and projects forming partnerships among government, citizens, civil society and business. Various spheres of government are being engaged to co-create a culture of wellness and safety in the workplace and to promote wellness and safety through integrated service delivery models to address the social determinants of health through interaction with the Department of Education (DoE), the Department of Health Department and SAPS.

The municipality engages in numerous partnerships to facilitate service delivery.

Table 81: Municipal Partnerships

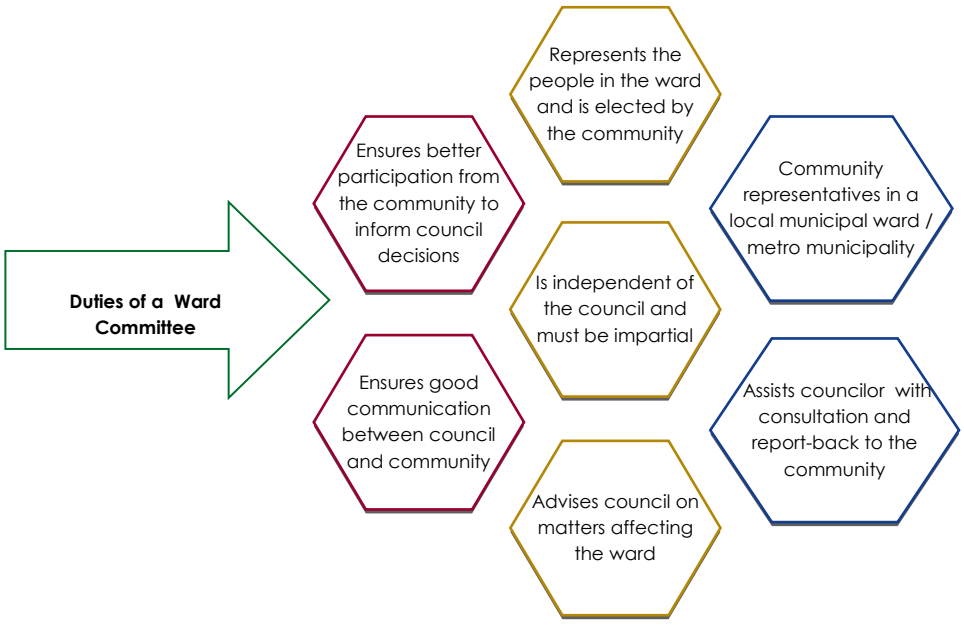
Name of Partner / Partnership	Purpose
Mayor / Rector Forum	A partnership with the University of Stellenbosch to ensure aligned development planning and that the municipality draws from the university's expertise and resources.
Memorandum of Cooperation between the Stellenbosch Municipality and Stellenbosch 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.
Landfill Monitoring Committee	A partnership with the Devon Valley residents, whereby residents monitor the Stellenbosch landfill site.
IMESA (Institute for Municipal Engineers South Africa)	A partnership with IMESA aimed at strengthening knowledge and capacity related to municipal infrastructure and service delivery.
Integrated Development Committee (IPC)	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.
Department of Social Development, DCAS, Cape Winelands District Municipality	Joint implementation of programmes focussing on common issues within WC024.
SALGA Municipal Benchmarking Initiative	The partnership is aimed at improving efficiency and effectiveness through comparative process benchmarking, peer-to-peer operational knowledge sharing and iterative performance improvements.
Bergriver Improvement Programme	The partnership was formed to improve the quality of the stormwater run-off from the Langrug Informal Settlement. The project entails the implementation of biomimicry, waste recycling and a Sustainable Urban Drainage lab.
LTAB	The partnership was formed between political leaders to discuss Land Transport-related matters that affect transport in the area.
Transport Working Group	The Transport Working Group was established to discuss transport-related matters that affect Stellenbosch, including all relevant governmental institutions and other role players.
IPC	The Integrated Planning Committee is a working group between the City of Cape Town, Stellenbosch, Saldanha, Overstrand, Theewaterskloof, and Drakenstein Municipality that discuss all transport-related matters to effectively promote regional planning
NMT Working Group	A working group that discusses all Non-Motorised Transport matters in the Stellenbosch area. The group consist of NMT users, officials, representatives from the university and the disabled fraternity.
Drought Steering Committee	This is a committee consisting of a panel of role players in the drought intervention plan including consultants to discuss, plan, manage and action the Drought Intervention strategies that culminated from various source documents including WCWDM strategies, WSDP, Audit Reports and various Master Plans and processes. It also oversees the SCM and construction phase of the plans.
GreenCape	The GreenCape partnership represents cooperation with the province's 110% green initiatives, focussing on alternative waste management initiatives and energy efficiency.
CSIR	The partnership is aimed at multidisciplinary research and development by supporting innovation in Stellenbosch.
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.
General	Municipal Partnerships.
District Intergovernmental Structures	
District Coordinating Forum	This forum meets quarterly and seeks to promote and facilitate intergovernmental relations between the district municipality and the local municipalities in the district. The Stellenbosch Municipality participates in this forum and the Cape Winelands District Municipal Managers Forum and benefits from this involvement by being exposed to good practices in other municipalities and strengthening the relationship with the district municipality in forging joint partnerships in the interest of good governance and service delivery. The Cape Winelands District Municipality supports community development and uses indigenous sports to create social cohesion amongst communities in the district. Special focus and attention were given to communities in rural areas. The Stellenbosch, Drakenstein and Breede Valley Municipalities have participated in various indigenous games which were hosted by the Cape Winelands Municipality. The

Name of Partner / Partnership	Purpose
	relationship between Stellenbosch Municipality and the district municipality has improved and the Department: Community Services have managed to exceed all expectations. A targeted approach was followed and sports were used as a catalyst to cement this relationship with the district. The areas that the Department of Community Services targeted were communication, sharing of resources, capacity building and financial resources. The improved relationship between the district municipality and Stellenbosch Municipality enabled the communities to also participate in the Provincial and National Indigenous Games.

2.10.3 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 7: Duties of ward committees



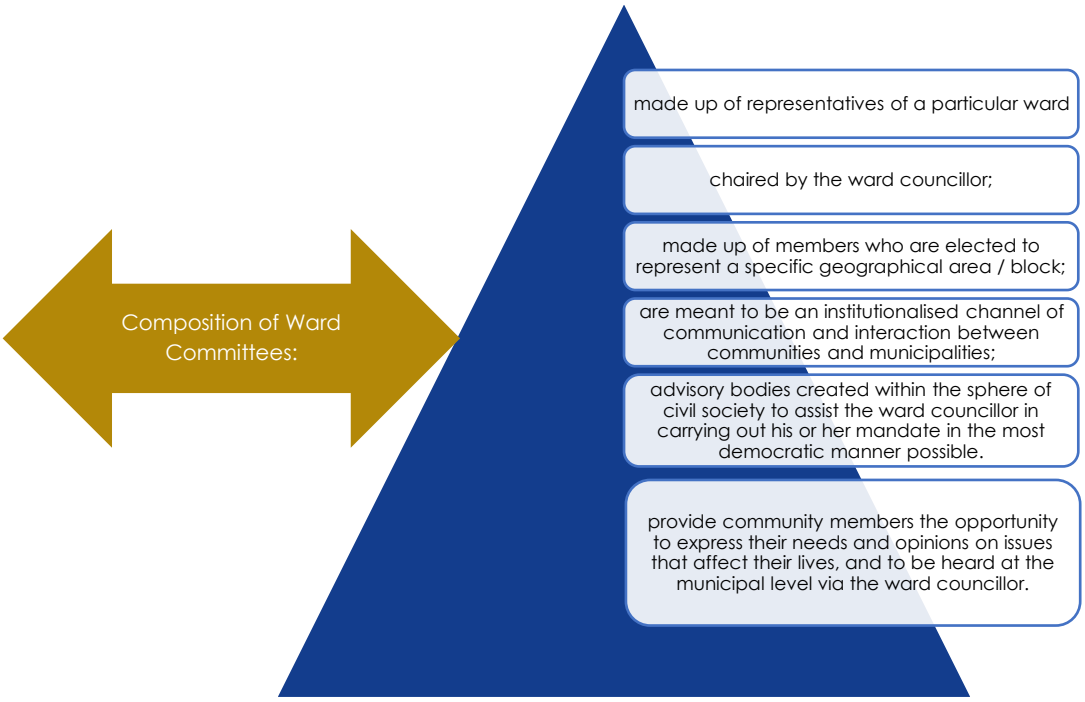
The dawn of democracy in 1994 brought about a new democratic local governance system that promotes certain basic values and principles. Such values and principles include transparency, accountability and an open and inclusive system of governance through community involvement in governance, and planning and democratisation of development. This certainly placed South Africa on par with other democratic governments throughout the world and positioned it as a reputable reference for an effective decentralised system of government.

The view of participation remains a key pillar of good governance and constitutes an integral component in the policymaking process, development planning and budgeting. Section 152 of the Constitution, places the participation of communities at the centre of service delivery and other matters of Local Government. Correspondingly, the Local Government: Municipal Structures Act, 1998 (Act No. 117 of 1998) and the MSA provides the legislative framework for the establishment of Ward Committees by municipalities.

Section 42 of the MSA stipulates that a municipality, through appropriate mechanisms, processes and procedures established in terms of Chapter 4 of said Act, must involve the local community in

the development, implementation and review of the municipality's performance management system and, in particular, allow the community to participate in the setting of appropriate key performance indicators and performance targets for the municipality.

A general understanding has emerged that a ward committee is an area-based committee whose boundaries coincide with ward boundaries.



Ward committees should be elected by the community they serve. A ward committee may not have more than 10 members and women should be well represented. The ward councillor serves on the ward committee and acts as the chairperson. Although ward committees have no formal powers, they advise the ward councillor, who makes specific submissions directly to the council. These committees play a critical role in the development and annual revision of the integrated development plan of the area.

The ward committee supports the ward councillor, who receives reports on development, participates in development planning processes and facilitates wider community participation. The municipality constantly strives to ensure that all ward committees function optimally in terms of the provision of community information, convening meetings, ward planning, service delivery, IDP input and performance feedback to communities.

On 1 November 2021, the South African local government elections were held to elect councils for all district, metropolitan and local municipalities in all nine provinces. For Stellenbosch Municipality the number of wards increased from 22 to 23 wards, with new demarcation for some of the wards. This also meant that new ward committees had to be established for all wards within the municipality.

In terms of section 73 of the Local Government: Municipal Structures Act, 1998 (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 meeting of 23 November 2021, the Council resolved that ward committees must be established for each ward and that the Speaker must facilitate the establishment of ward committees in line with the provisions and institutions of the Municipal Structures Act and the Council's policy for the Establishment of Ward Committees taking into consideration the COVID-19 protocol as outlined in paragraphs 22(3) and 30(4) of the Council's Policy and Procedures for Ward Committees. Ward councillors were commissioned to on or before 30 November 2021 submit to the Office of the Speaker a lay-out of their geographic and / or sectors for their respective wards.

After this, an advertisement was placed on the municipal website, various social media platforms and the local newspapers in December 2021 and January 2022 inviting nominations from registered voters with the cut-off date for nominations on 17 January 2022.

Stellenbosch Municipality rolled out the establishment of the 23 ward committees from 24 January to 23 February 2022. Insufficient nominations for wards 3 and 4 prompted the Speaker to allow an extension for said wards to submit nominations at a later stage. Further to this a total of four ward committee establishment meetings adjourned without electing ward committee members and each reconvened at a later stage with ward committee members duly elected.

The tables specify the comparison of ward committees before the election and newly established ward committees:

Ward 1: Franschhoek town, Bo-Hoek Farms, Mooiwater

Table 82: Ward 1 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
A Frazenburg	Councillor	R Pheiffer	Councillor
AH Bauer	Bo-hoek farms	R Plaatjies	Geographic Block 1 and 4
H Diedericks	Beaucop De Leau to School Street	M Nyanga [co-opted In May 2022]	Geographic Block 1
AP Kilian	Calais Street to Hugenote Road	W Jefthas	Geographic Block 2
PG Mihalopoulos	Akademie to De Villiers Street	B Mnqayi	Geographic Block 3
M Nyanga until Nov 2020	Beaucop De Leau to Dalibuhle School	S Schäfer	LED, Tourism and Agriculture
F Ahmed	Upper farms	A Bauer	Youth Sports, Culture and Community Safety
C Daniels until Nov 2020	Beaucop De Leau to School Street	A Killlian	Infrastructure and Community Services
E Morris	Ward Administrator	G Mihalopoulus	Town Planning and Property
-	-	A Tefani [co-opted in May 2022]	None
-	-	L Juries [co-opted in May 2022]	None
-	-	K Brown	Ward Administrator

Ward 2: Langrug, La Motte, Dennegeur, Groendal, Domaine des Anges

Table 83: Ward 2 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
W Petersen	Councillor	W Petersen	Councillor
N Gertse	Dennegeur	S Peters	Geographic Block 1
N Fata	Zwalitcha	F Simons	Geographic Block 2
A Jefthas	Jafthas to Boonzaaier Road	J Petersen	Geographic Block 3
Vacant	La Motte	N Fata	Geographic Block 5
N Noboza until Nov 2020	Mazaleni	M Phori	Geographic Block 5
M Van Zyl until Jan 2021	Domain Des Anges	J Jacobs	Geographic Block 7
A Manuel until Feb 2021	Berg River Dam Houses	J Manuel	Geographic Block 8
M Hoffman	School Street to R45	R Pearce	Ward Administrator
G Jefthas	Santa Rosa to R45 Unknown	-	-
K Mpongo until Nov 2021	Ikhanini	-	-
S Silo from Feb 2021	Mazelini	-	-
R Pearce	Ward Administrator	-	-

Ward 3: Lanquedoc, Meerlust, Wemmershoek, Maasdorp and Surrounding

Table 84: Ward 3 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
C Manuel	Councillor	C Manuel	Councillor
Vacant	Vygie, Kerk, Hoof Street - Lanquedoc	M Pieterse	Geographic Block 1
MP Krediet	Vygie, Kerk, to Gravel Road - Lanquedoc	G Moodie	Geographic Block 2
J Plaatjies	Meerlust and Farms	L Cloete	Geographic Block 3
J Nomdoe	Angelier, Prins Afrika, Leeubekkie, Vygie Streets - Wemmershoek	M Adams	Geographic Block 4
C Stuurman	Hoof, Kerk, Vygie Streets - Lanquedoc	L Plaatjies	Geographic Block 5
G Moody	Vygie, Angelier Streets - Wemmershoek	B Kwago	Geographic Block 5
L Cloete	Wemmershoek	W Moses	Geographic Block 8
D Booysen	Vygie, Kerk, Hoof Street - Lanquedoc	G Viljoen	Ward Administrator
G Viljoen	Ward Administrator	-	-

Ward 4: Pniël, Kylemore and Johannesdal

Table 85: Ward 4 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
M Johnson	Councillor	R Adams	Councillor
S Charles	Malva, Arum, Gousblom, Freesia, Daffodil, School Streets and Farms	Y Carolissen	Geographic Block 2
G Jacobs	Johannesdal	S Jooste	Geographic Block 2
A Williams	Panorama, Simonsberg, Pine and Silvermine Streets	A Lackay	Geographic Block 3
D Lackay	Panorama, Simonsberg, Pine and Silvermine Streets	K April	Geographic Block 3
J Myburgh	Kloof, Hill, Dahlia, Oak Kleigat Streets	A Williams	Geographic Block 5
R van Wyk until Jan 2021	Kerk, Brand, De Wet, Adams, Rooi, Jooste, Cupido Streets	S Phillips	Geographic Block 6
B Lewak	Malva / Arum / Gousblom / Freesia / Daffodil / Skool Streets and Farms	K Petersen	Geographic Block 7
R Sauls	Johannesdal	E Parks	Ward Administrator
M Simpson	Ward Administrator	-	-

Ward 5: The Ridge, Lindida and Ida's Valley (Hydro in the direction of Ida's Valley and Omega Street to Jonkershoek)

Table 86: Ward 5 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Capacity representing	**Name of representative**	**Capacity representing**	**Name of representative**
D Joubert	Councillor	R van Rooyen	Councillor
A Pieterse	Hydro and Surrounding Farms	N Rhode	Geographic Block 1
RB Van Rooyen until Feb 2021	The Ridge	R Arends	Geographic Block 2
L Hendricks	Bo-vlei	C Toutie	Geographic Block 3
K Marais until Feb 2021	Schoongezicht Farms	J Meyer	Geographic Block 4
P Herandien	Lindida, Kreefgat, Uppervlei	J Naude	Geographic Block 4
W Johannes	Jonkershoek Upper	G Louw	Geographic Block 6
J Naude	Lindida, Kreefgat, Uppervlei	E Hendricks	Geographic Block 6
N Rhode	Jonkershoek	A Pieterse	Geographic Block 8
S Zass	Ward Administrator	D February [co-opted in April 2022]	-
-	-	L Hendricks [co-opted in April 2022]	-
-	-	D Jefthas	Ward Administrator

Ward 6: Ida's Valley and farms (Nietvoorbij, Timberlea, Morgenhof, Remhooghte, Muratie, Groenhof, Delheim, Lievland, Kanonkop, Uitkyk, Glenelly, Emerie, Laundry, Packham, L'Avenir)

Table 87: Ward 6 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Capacity representing	**Name of representative**	**Capacity representing**	**Name of representative**
N Mcombring	Councillor	N Mcombring	Councillor
G August	Protea to Sonneblom Streets	D Jones	Geographic Block 1
O Bergstedt	Tindall to Luckhoff Streets	G August	Geographic Block 2
J Brandt	Speler to Botmaskop Streets	P Gordon	Geographic Block 4
P Constable	Farm areas to North	M Davids	Geographic Block 5
F Fortuin	Tindall to Luckhoff Streets	O Bergstedt	Geographic Block 6
P Gordon	Rustenburg Rd to Lelie Street	M Hendricks	Geographic Block 7
M Hendricks	Botmaskop	J Brandt	Geographic Block 7
F Poole	Old Helshoogte to Lelie Streets	P Constable	Geographic Block 8
P Roets until January 2021	Rustenburg Rd to Lelie Street	L Leith	Ward Administrator
D Jones	Lindley to Weber Streets	-	-
C Van Rooyen	Ward Administrator	-	-

Ward 7: Mostertsdrif, Kolonieshof, Karindal, Rozendal, Uniepark, Simonswyk, Universiteitsoord and De Weides

Table 88: Ward 7 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
A Hanekom	Councillor	A Ferns	Councillor
CD Cillié	Simonswyk	B Buys	Geographic Block 1
PE Claassen	Mostertsdrif	P Carstens	Geographic Block 2
GA Giliomee	Karindal	A Marent-Hegewisch	Geographic Block 3
GG Groenewald	Mostertsdrif	B Swanepoel	Geographic Block 4
AB Meiring	Karindal	D Botha	Geographic Block 5
WJ Van Aswegen	Simonswyk	J Wiese	Environment sector
R Pheiffer	Ward Administrator	J Turkstra	Elderly sector
-	-	W van Aswegen	Security sector
-	-	A Gantz	Business sector
-	-	R Loftie-Eaton	Ward Administrator

Ward 8: University Areas: Marais, Merriman, Helderberg Street

Table 89: Ward 8 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Capacity representing	**Name of representative**	**Capacity representing**	**Name of representative**
Q Smit	Councillor	C van Wyk	Councillor
R De Villiers	Van Riebeek, The Avenue, Coetzenburg Road	L Erasmus	Geographic Block 1
CL Macleod	Van Riebeek, Die Laan, Neethling, Eerste River	M Khan	Geographic Block 1
M Wannenburgh	Merriman, Marais, Hofmeyer, Bosman	M Wiehman	Geographic Block 2
E Beukman	Merriman, Marais, Hofmeyer, Bosman	S van der Bank	Geographic Block 2
D Madire	Victoria, Neethling, Bosman, Van Riebeek	A van Wyk	Geographic Block 3
L Van Wyk from Aug 2020	Victoria, Neethling, Bosman, Van Riebeek	R de Villiers	Geographic Block 4
J Gilliomee	Ward Administrator	R Segers	Ward Administrator

Ward 9: Eerste River, Krige, Herte, Skone Uitsig, Bird, Merriman, Bosman, Victoria, Neethling, The Avenue

Table 90: Ward 9 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
ZJ Dalling	Councillor	ZJ Dalling	Councillor
JM Calitz	Geographic	A Louw	Geographic Block 1
GG Cillié	Geographic	W Sezoe	Geographic Block 1
JMK Meyer	Geographic	J Meyer	Geographic Block 1
A Louw	Geographic	C van der Bank	Geographic Block 2
H Esterhuizen	Geographic	D Pieterse	Geographic Block 2
W Sezoe from Apr 2021	Geographic	T Kumm	Geographic Block 3
L Combrink	Geographic	K Morake	Geographic Block 3
K Britz	Geographic	K Brits	Geographic Block 4
T Kumm	Geographic	D Hall	Geographic Block 4
J Giliomee	Ward Administrator	Dr L Combrinck	Geographic Block 5
-	-	R Segers	Ward Administrator

Ward 10: Tennant Street, Bell Street, Lappan Street, Lackey Street, Langstraat- Suid, La Colline – Faure Street, Dr Malan Street to Irene Park, Conde Street, Mount Albert, Taylor, Voorplein to Kromriver, Municipal Flats (Lavanda, Aurora, Phyllaria), Molteno Avenue to Paul Kruger Street and Banghoek Avenue

Table 91: Ward 10 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
R du Toit	Councillor	R du Toit	Councillor
P Hough	Tennantville	P Hough	Geographic Block 1
B Samuels	Tennantville	G Lamberts	Geographic Block 1
P Stone	Lapland	D Smit	Geographic Block 2
S Williams	Lapland	S Adonis	Geographic Block 2
K Malgas	La Coline	R Hind	Geographic Block 3
L Atson	-	S Williams	Geographic Block 3
M Michaels	Ward Administrator	L Neft	Geographic Block 3
-	-	G Daniels	Geographic Block 3
-	-	N Nketane [co-opted in May 2022]	-
-	-	N Moffat	Ward Administrator

Ward 11: Dorp Street to Herte Street, Mark Street, Alexander Street, the bottom of Bird Street to the Stellenbosch Train Station, all areas in Onder-Papegaaiberg and surrounding businesses.

Table 92: Ward 11 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
J Serdyn	Councillor	J Serdyn	Councillor
P Carinus	Onder-Papegaaiberg – Flamingo Street to Devon Valley Road	E Schreiber	Geographic Block 2
D Cupido until Mar 2021	Devon Valley and Farms	R Fourie	Geographic Block 3
I Fourie	Onder-Papegaaiberg – Flamingo Street to Devon Valley Road	P Carinus	Geographic Block 4
M Snyman	Onder-Papegaaiberg – Flamingo Street to Devon Valley Road	C Roux	Geographic Block 4
B Brand	Dorp Street	S Spangenberg	Geographic Block 5
CF Schreiber	Tarentaal Street to Patrys Street	M Snyman	Geographic Block 5
K Wesselman from Apr 2021	Dennesig	F Malan	Geographic Block 5
Dr E Basson from Apr 2021	Bosmans Crossing	I Fourie	Geographic Block 6
J Giliomee	Ward Administrator	M Claassen	Geographic Block 6
-	-	R Segers	Ward Administrator

Ward 12: Kayamandi: Enkanini, Snake Valley, Watergang, Thubelitsha, New Watergang(106), Zone O (next to Enkanini), Chris Hani Drive, Municipal Flats (10th and 13th Street), School Crescent, Ekuphumleni, Siyahlala, Zone A, George Blake

Table 93: Ward 12 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
N Managa-Gugushe	Councillor	A Tomose	Councillor
L Dangisa	Geographic	T Naku	Geographic Block 1
M Galada	Geographic	P Lamia	Geographic Block 2
S Mdodana	Geographic	P Menze	Geographic Block 3
S Mdutyana	Geographic	A Mxokozeli	Geographic Block 4
N Ntanjana	Geographic	T Ohu	Geographic Block 5
M Qondani	Geographic	T Gugushe	Geographic Block 6
N Sifumba	Geographic	Z Mantshi	Geographic Block 7
S Siguba	Geographic	Y Makuleni	Geographic Block 8
Y Makuleni	Geographic	T Ntshinga [co-opted in May 2022]	-
N Jodo	Geographic	N Ntshwanti [co-opted in May 2022]	-
S Mafenyang	Ward Administrator	G Zongolo	Ward Administrator

Ward 13: Kayamandi: Old Location from Lamla Street to Luyolo Street, Red Bricks, Old Hostels

Table 94: Ward 13 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Capacity representing	**Name of representative**	**Capacity representing**	**Name of representative**
F Bongani-Menziwe	Councillor	M Nkopane	Councillor
N Bhayibhile	Geographic	A Fayo	Geographic Block 1
NVV Finini	Geographic	Z Ndlovu	Geographic Block 1
N Nojoko	Geographic	M Ndebe	Geographic Block 2
V Hani	Geographic	S Maxhavulana	Geographic Block 3
JZ Jekem	Geographic	Z Magadana	Geographic Block 4
S Magade	Geographic	S Lobi	Geographic Block 5
PN Makasi	Geographic	S Mngwazana	Geographic Block 6
S Mcako	Geographic	M Zondiwe	Geographic Block 7
B Takisa	Geographic	N Bhayibhile	Geographic Block 8
M Zondiwe	Geographic	M Naku	Geographic Block 9
N Tolibisa	Ward Administrator	Z Mithi	Ward Administrator

Ward 14: Kayamandi: Zone I Setona Street), Zone O(lower part) Mgabadeli Crescent, Monde Crescent, Costa Land, Strong Yard, Zone M (8th Avenue), Zone P

Table 95: Ward 14 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
P Sitshoti	Councillor	M Danana	Councillor
MH Gxilishe	Geographic	L Magazi	Geographic Block 1
MD Masimini	Geographic	A Mpanyu	Geographic Block 1
O Manthsi	Geographic	D Mdunyelwa	Geographic Block 3
E Mgoqi	Geographic	B Mbaqa	Geographic Block 4
N Mpemnyama	Geographic	A Bululu	Geographic Block 4
NA Mthiya	Geographic	N Semente	Geographic Block 5
S Oliphant	Geographic	L Mbasane	Geographic Block 6
N Zweni	Geographic	N Boyce	Geographic Block 7
M Brown	Geographic	N Mpemnyama	Geographic Block 8
P Tina	Geographic	E Mpemnyama	Ward Administrator
B Lesaoana	Ward Administrator	-	-

Ward 15: Kayamandi: Mjandana Street(Zone L), Mputa Close, Zone K, Ndumela Street(Zone J), Distell Hostels, Vineyard, Zone O Middle part(Fire Street), Municipal Workers Flats, Zone N, and M, Old Corobrik Hostels, Mdala Street(Old Hostels)

Table 96: Ward 15 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
N Sinkinya	Councillor	E Masimini	Councillor
T Dishi	Geographic	N Sesman	Geographic Block 1
NJ Kepu	Geographic	T Lepheana	Geographic Block 2
M Kumalo	Geographic	M Nongogo	Geographic Block 3
TJ Lepheana	Geographic	N Kuni [elected in May 2022]	-
EP Masimini	Geographic	M Moni [elected in May 2022]	-
P Nyakaza	Geographic	E Jumat [elected in May 2022]	-
N Ngwevela	Geographic	L Xelenga [elected in May 2022]	-
T Tshatani until Dec 2020	Geographic	L Gula [elected in May 2022]	-
L Xelenga	Geographic	P Nyakaza	Ward Administrator
V Maramnco	Ward Administrator	-	-

Ward 16: Long Street, Eike Street, Jakaranda Street, Short Street, Curry Street, Quarry Street, Primrose Street, Pine Street, Hoop Street, North End Street, Vredelust Street Noord Vredelust West Street, Laai Street, Last Street, Arnolds Street, Anthony Street, Carriem Street, Davidse Street, Cupido Street, Ismael Street, Crombi Street, Chippendale Street Bergstedt Street, Achilles Street, Africa Street, Cornelson Street Cloetesville

Table 97: Ward 16 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
E Vermeulen	Councillor	E Vermeulen	Councillor
J Beneke	Curry, Pine, Primrose, Silvia, Quarry	C Williams	Geographic Block 1
A Flink	Last to North End Streets	M Bailey	-
M Fredericks	Curry, Pine, Primrose, Silvia, Quarry	J Williams	Geographic Block 1
E Gordon	From Sports Field to last Street	N Willemse	Geographic Block 1
M Johannes	White City	P Fray	Geographic Block 2
A Meyer until Dec 2020	Tennantville and Slabtown	M Fredericks	Geographic Block 2
J Williams	Long Short, Jakaranda, Eike Streets	A Flink	Geographic Block 3
Y Lamberts	Ward Administrator	M Johannes	Geographic Block 4
-	-	P Appollis	Geographic Block 4
-	-	J Isaacs	Geographic Block 4
-	-	Y Lamberts	Ward Administrator

Ward 17: Longstreet, Kloof Street, Fir Street, Williams Street, Rhode Street, Hendrickse Street, February Street, Weltevrede 2 and Welgevonden, King Street, Hine Street, Fontein Street, Wilger Street, Raziet Street, Pool Street, Valentyn Street, Ortell Street, King Street, Isaac Street, Stellita Park, Gabriel Street, Part of Lackay Street

Table 98: Ward 17 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
P Biscombe	Councillor	P Johnson	Councillor
J Joon	Rietenbosch	G Jacobs	Geographic Block 2
D Smith	Flats: Kloof and Long Streets	L van der Rheede	Geographic Block 2
A Van der Westhuizen	Huis Ebenhaezer	B Louw	Geographic Block 4
M Wagner	Rhode Street Flats	T Crombie	Geographic Block 4
D Robyn	Stelitta Park	G Noble	Geographic Block 5
S Frederick	Kloof Street Flats	D Smith [co-opted in April 2022]	Geographic Block 5
J September until Feb 2021	-	S Jacobs	Ward Administrator
J Isaacs	-	-	-
H Sauls	Ward Administrator	-	-

Ward 18: Klapmuts and surrounding farms

Table 99: Ward 18 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
E Fredericks	Councillor	JCAnthony	Councillor
J Kleinsmith	New Houses, Brickfields	G Wentzel	Geographic Block 1
J Fredericks	Koelpark	W Johannes	Geographic Block 2
W Johannes	Sand, Bell, Merchant, Railway Houses	E Mbikwana	Geographic Block 3
A Michel	Weltevrede Park 1	S Hector	Geographic Block 4
N Mtaba	Mandela City, Lawson	N Peter	Geographic Block 5
J September	La Rochelle, Pinotage Village	N Hector	Geographic Block 6
J Fochessati	New Houses / Brickfield	P Nogwaza	Geographic Block 7
G Wentzel	Rozenmeer, Police Station, Farms	M Everts	Sport sector
G Hector	Weltevrede Park 2	Pastor W Cloete	Religious sector
B Foster	Ward Administrator	G du Toit	Safety sector
-	-	M Malaqua	Ward Administrator

Ward 19: Elsenburg, Vaaldraai, Slaley, Kromme Rhee, De Novo, Bottelary, De Hoop, Simonsig and surrounding farms

Table 100: Ward 19 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
JKl Hendriks	Councillor	J Williams	Councillor
V Fortuin	Elsenburg	A Afrika	Geographic Block 4
F Hansen	De Novo	J May	Geographic Block 6
A Kamfer	Bottelary Farms	A Kamfer	Geographic Block 8
C Martins	Bottelary Farms	C Pedro	Geographic Block 8
J May	Koelenhof / Koelpark	R Kinnear [elected in May 2022]	-
C Adriaanse	Weltevrede / Smartietown	A van der Westhuizen [elected in May 2022]	-
Z Daniels	Kromme Rhee	C Februarie [elected in May 2022]	-
James Williams	Ward Administrator	A September [elected in May 2022]	-
-	-	C Wesso	Ward Administrator

Ward 20: Vlottenburg, Raithby, Lynedoch, Mooiberge, Meerlust and Polkadraai

Table 101: Ward 20 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
A Crombie	Councillor	J Joon	Councillor
AT Joon until April 2021	Vlottenburg	C Matthys	Geographic Block 1
D Fortuin	Vlottenburg	C Steenkamp	Geographic Block 1
CHO Gordon	Raithby	R Muller	Geographic Block 2
P Taaibosch	Vlottenburg	I Johnson	Geographic Block 3
M James	Raithby	E Jacobs	Geographic Block 3
G Pojie	Vlottenburg	H Brink	Geographic Block 4
E Jacobs	Lynedoch Farms	P Esau	Geographic Block 4
A Malgas	Meerlust Farms	P Taaibosch	Religious sector
Vacant	Polkadraai	J Casper	Health sector
E Mpemnyama	Ward Administrator	J Fortuin	Ward Administrator

Ward 21: Jamestown, Paradyskloof, De Zalze, Techno Park, Blaauwklippen and surrounding farms

Table 102: Ward 21 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
R Badenhorst	Councillor	R Badenhorst	Councillor
V Malmnas	De Zalze	P de Wet	Geographic Block 1
S McNaughton	Blaauklippen	A Verwey	Geographic Block 2
R Kriel	Paradyskloof	R Kriel	Geographic Block 2
A Levendal	Jamestown	R Spies	Geographic Block 3
HC Eggers	Paradyskloof	S McNaughton	Geographic Block 4
O Meyer	Jamestown	W Adams [co-opted in April 2022]	-
A Verwey	Paradyskloof	S de Wet [co-opted in April 2022]	-
B Pieterse	Jamestown / Mountainview	A Okkers [co-opted in April 2022]	-
N Williams	Ward Administrator	N Williams	Ward Administrator

Ward 22: Krigeville, Dalsig, Welgelegen, Brandwacht, Die Boord and Kleingeluk

Table 103: Ward 22 Committee Members

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
E Groenewald	Councillor	E Groenewald	Councillor
M Vlok	Bo-Brandwacht, Faber, Kolbe, Mazot, LeSeuer, Linne	P Schaafsma	Geographic Block 1
P Kruger	Van Taak, Wege, Robbertz, De Wet, Barry	C Neethling	Geographic Block 2

Period 1 July 2021 – 31 October 2021		Period 1 January 2022 – 30 June 2022	
Name of representative	**Capacity representing**	**Name of representative**	**Capacity representing**
A Pelser	Constantia, Welgevallen Alpen, Draailaan	I Maree	Geographic Block 3
I Maree	Rokewood Mairina, Saffraan, Kaneel, Blenheim	W Joubert	Geographic Block 4
E Slabber	Piet Retief Bult, Welgevallen, Draailaan, Lourenz, Sering, Bergh, Vlier, Pleunis, Nooitgedacht	H Slabber	Geographic Block 5
A Coetzee	Skadu, Lower, Binnekring, Buitekring	S Wilson	Geographic Block 6
R Lambrechts	Rhodes Noord, Van Rheede, Formosa, Sultan, Swellengrebel, Keiffer, Woltemade	A Pelser	Geographic Block 7
P Schaafsma	Upper-Lovell, Fairways, Peeka and other, Elbertha, Lovell, Forelle, Santa Rosa	H Hill	Geographic Block 8
S Wilson	Dalsig, Dennerand, Coligny, Dennesig, Park	Prof P Kruger	Geographic Block 9
W Crowley	Ward Administrator	M Vlok	Geographic Block 10
-	-	N Gulube	Ward Administrator

Ward 23: From Eerste Rivier, Piet Retief street, Mill street, Bird Street, Merriman Avenue, Ryneveld street, Jan Celliers Street, George Blake drive, Du Toit street, Bergzicht, Herte Street, Krige Street

Table 104: Ward 23 Committee Members

Period 1 January 2022 – 30 June 2022	
Name of representative	**Name of representative**
L Nkamisa	Councillor
J Venter	Geographic Block 1
M Serfontein	Geographic Block 1
A Parrott	Geographic Block 2
A Nompume	Geographic Block 2
T Seyisi	Geographic Block 3
M Lokhat	Religious sector
T Dube	Education and Youth sector
L van Wyk	Education and Youth sector
N Gulube	Ward Administrator

2.10.3.1 Functionality of Ward Committees

The purpose of a ward committee is to:

- create formal communication channels between the community and Council;
- advise the Ward Councillor in identifying the needs and concerns of the community;
- support the Ward Councillor in informing the community about their rights and responsibilities; and
- support the Ward Councillor in consulting and providing feedback to the community.

The COVID-19 pandemic has undoubtedly brought about a dramatic change in the world prompting governments including local governments to be responsive to the plight of their citizens specifically marginalised individuals and vulnerable groups.

To limit the spread of the COVID-19 pandemic, large gatherings were banned including all public meetings, ward meetings at the local government level and other invited or created spaces of engagement. The rapid transmission of the pandemic with various variants thereof across the globe caused panic and its prevention became the number one priority to be addressed.

The biggest casualty of the COVID-19 pandemic is public participation. The local government has the responsibility to provide the platforms / tools thereby enabling people to be part of the public participation activities that local governments embark upon.

Public participation is crucial in the collective response to the COVID-19 pandemic from adherence to the regulations to the steps needed to be taken on easing the restrictions imposed by National Government.

Ward committees need to find new ways of conducting business inter alia through platforms such as virtual meetings, MS Teams meetings, etc which produce various challenges for some constituencies. All 22 wards and 23 were successfully established.

The table below provides a comparison of the information on the establishment of Ward Committees and their functionality from the 2020/21 to 2021/22 financial years.

Table 105: Ward Committees and their functionality

Ward Number	Number of reports submitted to the Speakers / IDP Office		Number of Public meetings		Meeting dates of ward committees		Committee functioning effectively	
							Yes / No	
	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22
1	0	0	1	1	29 Oct 19 Nov 3 Dec 25 Feb 25 Mar 29 Apr 27 May 17 Jun	12 Apr 16 May	Yes	Yes
2	0	0	1	2	15 Jul 19 Aug 15 Sep 21 Oct 18 Nov 14 Dec 18 Feb 18 Mar 22 Apr 27 May 17 Jun	22 Apr 24 May	Yes	Yes
3	0	0	1	2	3 Mar 20 Apr 4 May	14 Apr	Not fully functional	Yes
4	0	0		1	8 Sept 13 Oct 13 Nov 9 Feb 9 Mar 11 May 8 Jun	12 May	Yes	Yes
5	0	0	2	1	25 Mar 29 Apr	04 Apr 17 May	Not fully functional	Yes
6	0	0	1	1	17 Sept	11 Apr	Yes	Yes

Ward Number	Number of reports submitted to the Speakers / IDP Office		Number of Public meetings		Meeting dates of ward committees		Committee functioning effectively	
							Yes / No	
	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22
					8 Oct 4 Nov 2 Dec 3 Feb 3 Mar 7 Apr 5 May 2 Jun	03 May		
7	0	0	-	1	28 Sept 25 Nov 27 Jan 21 Mar 29 Jun	20 Apr 30 May	Yes	Yes
8	0	0	2	1	20 July 18 Aug 9 Sept 7 Oct 4 Nov 2 Dec 3 Feb 3 Mar 7 Apr 5 May 2 Jun	24 May 06 Jun	Yes	Yes
9	0	0	2	1	7Jul 4 Aug 1 Sept 6 Oct 3 Nov 1 Dec 2 Feb 3 Mar 6 Apr 4 May 3 Jun	11 Apr 17 May	Yes	Yes
10	0	0	1	1	22 Sept 6 Oct 3 Nov 1 Dec 2 Mar 6 Apr 4 May 1 Jun	05 Apr 3 May	Yes	Yes
11	0	0	2	2	14 Jul 11 Aug 8 Sept 13 Oct 10 Nov 9 Feb 9 Mar 13 Apr 11 May 8 Jun	4 May 01 Jun	Yes	Yes
12	0	0	-	1	20 Oct 2 Dec 6 Feb 23 Mar 2 Jun	04 May 07 Jun	Yes	Yes
13	0	0	1	1	16 Oct 2 Mar 13 Apr 18 May 2 Jun	22 Apr 24 May	Yes	Yes
14	0	0	-	1	19 Feb 19 Mar 12 May 17 Jun	14 Apr	Yes	Yes

Ward Number	Number of reports submitted to the Speakers / IDP Office		Number of Public meetings		Meeting dates of ward committees		Committee functioning effectively	
							Yes / No	
	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22
15	0	0	-	1	26 Oct 17 Nov 25 Feb 23Mar 20 Apr 18 May 22 Jun	12 May	Yes	Yes
16	0	0	1	1	4 Dec 22 Feb 17 Mar 8 Apr 11 May 8 Jun	04 Apr 17 May	Yes	Yes
17	0	0	2	1	14 Oct 18 Nov 3 Mar 7 Apr 5 May 9 Jul	11 Apr 03 May	Yes	Yes
18	0	0	1	1	18 Jul 15 Aug 12 Sept 10 Oct 07 Nov 05 Dec	20 Apr 30 May	Yes	Yes
19	0	0	2	1	29 Sept 13 Oct 10 Nov 1 Dec 29 Jan 9 Mar 8 Apr 4 May 10 Jun	24 May 06 Jun	Yes	Yes
20	0	0	-	1	17 Sept 29 Oct 26 Nov 12 Apr 17 Jun	11 Apr 17 May	Yes	Yes
21	0	0	1	1	8 Sept 6 Oct 3 Nov I Dec 9 Feb 2 Mar 6 Apr 4May 1 Jun	05 Apr 3 May	Yes	Yes
22	0	0	1	1	5 Aug 2 Sept 7 Oct 4 Nov 2 Dec 20 Jan 3 Feb 3 Mar 7 Apr 5 May 9 Jun	4 May 01 Jun	Yes	Yes
23	-	0	-	1	-	04 May 07 Jun	Yes	Yes

COMPONENT C: CORPORATE GOVERNANCE

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

2.11 Risk Management

Section 62 of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (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.

This responsibility was delegated to the Chief Risk Officer. During the year under review, the following was done:

- continuous awareness raising throughout the municipality;
- the Risk Management Committee was established to facilitate and govern the risk management process, with a term of reference, and has been operational since January 2013;
- the Chief Audit Executive has a seat on the Risk Management Committee where all risk and fraud management-related activities are reported;
- the Risk Management Committee reports to the APAC;
- risk registers have also been completed at an operational level;
- the previous year's strategic registers were revisited and an acceptable risk appetite was determined;
- the revised risk register was adopted by the Council; and
- risks were also identified which could prevent the achievement of the predetermined objectives and were noted in the SDBIP.

Although the Chief Risk Officer is responsible for coordinating and facilitating risk management at all levels within the municipality, the municipal manager and management are the drivers of risk management and the mitigation of risk exposure in the municipality.

During the latter part of 2021, the COVID-19 pandemic started to lose momentum and as more and more individuals were vaccinated the legislation and stringent regulations were gradually phased out as society was now accustomed to the so-called new normal.

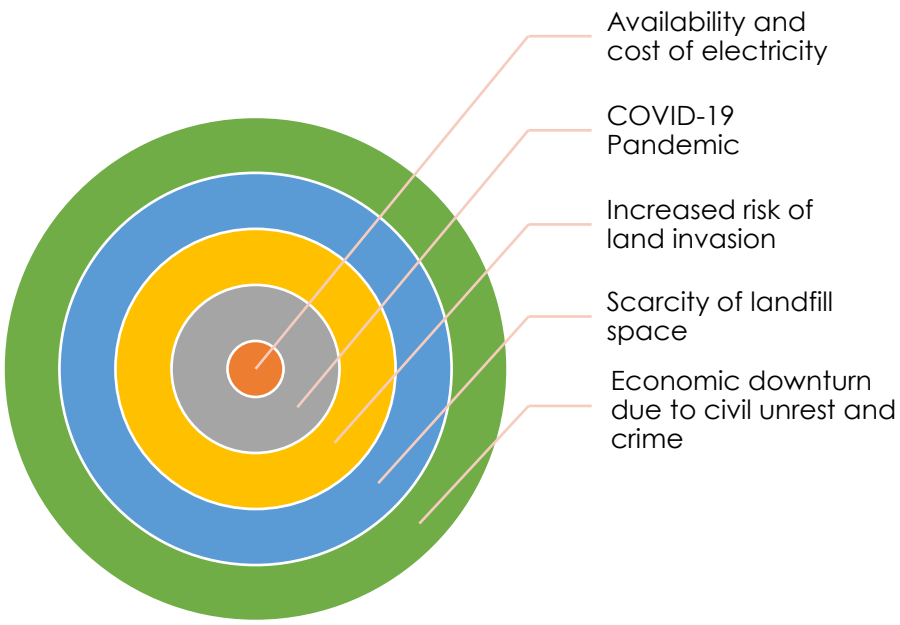
At the beginning of 2022, views, comments and predictions started to surface globally as the possible conflict in Europe started to become a reality. A Russian invasion of Ukraine dominated in February 2022 and immediately the impact of the said had to be rated, assessed, and discussed. Thus, risk no 7 was developed to monitor the ongoing situation.

As municipalities entered the new financial year, the electricity and energy generating crisis started to raise red flags again as the pandemic started to be less of a threat and focus started to shift. The availability and cost of electricity then again was assessed as the number 1 risk for the municipality.

In March 2022 a new risk policy, as well as enterprise risk management framework, was approved by the Council. The Strategic and Operational Risk Register was also approved In March 2022.

The top 5 risks identified for 2021/22 are as follows:

Figure 8: The top 5 risks identified for 2021/22



a) Likelihood rating scale

Table 106: Risk likelihood rating scale

Impact and Likelihood Rating		
Likelihood Grading		
10	Certain	91% - 100% chance of occurring
9	Almost Certain	81% - 90% chance of occurring
8	Expected	71% - 80% chance of occurring
7	Probable	61% - 70% chance of occurring
6	Possible	51% - 60% chance of occurring
5	Potential	41% - 50% chance of occurring
4	Occasional	31% - 40% chance of occurring
3	Remote	21% - 30% chance of occurring
2	Improbable	11% - 20% chance of occurring
1	Rare	0% - 10% chance of occurring
Impact Grading		
10	Catastrophic	A critical event resulting in the long-term cessation of the majority or all core organisational activities. Inability to achieve the municipality's strategy and objectives. Requires external support.
9	Critical	A critical event resulting in the long-term cessation of several core organisational activities. Drastically reduced ability to achieve the municipality's strategy and inability to achieve the majority of the objectives. Requires intervention from the Council.
8	Major	A major event resulting in the long-term cessation of a core organisational activity. Severely reduced ability to achieve the municipality's strategy and inability to achieve certain objectives. The material at the organisational level.

Impact and Likelihood Rating		
Likelihood Grading		
		Requires intervention from the Municipal Manager and Audit Committee involvement.
7	Significant	Significant long-term disruption of services. Significantly reduced ability to achieve the municipality's strategy and objectives. Requires intervention from the Director.
6	Moderate	Short / medium-term disruption of services. Reduced ability to achieve the municipality's strategy and objectives. Requires intervention from the Head of the Department.
5	Marginal	Disruption of normal operations / services. Limited effect on the achievement of the municipality's strategy and objectives. Requires intervention from the Line Manager.
4	Immaterial	Irritation in rendering or receiving services. No material impact on the achievement of the municipality's strategy and objectives. Can be dealt with by senior staff.
3	Minor	The impact will be coped with in short term through normal operational processes performed by staff
2	Insignificant	The impact of adverse events is minimal.
1	Negligible	The impact of the adverse event has little (if any) impact on services.

The rating determines the risk exposure. Through this management gets to understand the extent to which potential events might impact their objectives on a scale from 1 as a minimum and 100 as a maximum.

b) Inherent risk exposure

Table 107: Inherent risk exposure grid

Inherent Risk Exposure: the inherent risk exposure is determined by comparing the inherent risk rating against the risk appetite		
Inherent Risk Exposure		
Inherent Risk	**Magnitude**	**Definition**
0 -25	**Low Risk**	Level of inherent risk is within the risk appetite – Low level of a control intervention required if any.
26 -50	**Moderate Risk**	Unacceptable level of risk – Moderate level of control intervention is required to achieve an acceptable level of residual risk.
51 – 75	**High Risk**	Unacceptable level of risk – High level of control intervention is required to achieve an acceptable level of residual risk.
76 – 100	**Extreme Risk**	The extreme level of risk – Immediate level of control. Intervention is required to achieve an acceptable level of residual risk.

The strategic risk register below indicates all the focus areas, risks and mitigation measures taken to address these identified risks within the organisation.

2.11.1 Strategic Risks Identified

Table 108: Risk register

Strategic Risks						
Risk Item	**Risk Description**	**Risk Background**	**Strategic Focus Areas**	**Impact Rating**	**Likelihood Ratings**	**Directorate**
1	Availability and cost of electricity	Unavailability of suitable land; costs of SLAs and alternative waste disposal; legislative requirements i.e. EIA applications and approvals etc.	Green and Sustainable Valley, Dignified Living	**10**	**10**	Directorate: Infrastructure Services
2	Increased risk of a 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, Financial Sustainability, Good Governance and Compliance	**10**	**10**	All Directorates
3	COVID-9 Pandemic	Manage the COVID-19 pandemic within the context of the prescribed regulations, taking the possible 4th wave and intensity of new infections into account.	Safe Valley, Dignified Living	**10**	**8**	All Directorates
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	**10**	**8**	Directorate: Infrastructure Services
5	Economic downturn due to civil unrest and crime	Increase in criminal activities, civil unrest, and reputational risk due to perceived increase in the said activities.	Dignified Living, Safe Valley	**10**	**8**	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	Business Continuity	Disasters, electricity outages; hacking of systems.	Good Governance and Compliance	**8**	**4**	Directorate: Corporate Services
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

2.11.2 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, while the MFMA, section 112(1)(m) (i), identifies supply chain measures to be enforced to combat fraud and corruption, favouritism and unfair and irregular practices. Section 115(1) of the MFMA states that the accounting officer must take steps to ensure mechanisms are put in place and the separation of duties in a supply chain management system to minimise the likelihood of corruption and fraud.

Management and Council have taken ownership of combatting fraud and corruption throughout the municipality.

The Anti-Fraud and Corruption Prevention Policy was consulted with key internal stakeholders and the Audit and Audit Performance Committee. The policy intends to strengthen fraud and corruption prevention at all levels within the municipality and re-invest the management of fraud and corruption management at all levels.

The fraud hotline or tip-off line is also fully functional and managed by an independent service provider. A toll-free number and e-mail service are available to members of the public to report any suspected fraudulent or corrupt activities.

2.12 Functions of the Audit and Performance Audit Committee (APAC)

The Municipal Audit and Performance Audit Committee's objectives and functions are based on Section 166(2) (a-e) of the MFMA, further supplemented by the Local Government: Municipal Planning and Performance Management Regulation, as well as the approved Audit and Performance Audit Committee Charter approved on 28 March 2018 by the Council.

The objectives of the APAC of the Stellenbosch Municipality are to:

- Assist the Council in discharging its duties relating to the safeguarding of the Council's assets;
- Develop and oversee the operation of an adequate internal process and control system;
- Oversee the preparation of accurate financial reporting and statements in compliance with all applicable legal requirements, corporate governance and accounting standards;
- Provide support to the Council on the risk profile and risk management of the Council; and
- Ensure that there is an internal audit function in place and that the roles of the internal and external audit functions are coordinated.

The APAC is responsible for the oversight of internal controls, financial reporting and compliance with regulatory matters and mainly makes recommendations to management.

The responsibilities of the APAC are further to review the:

- Effectiveness of the Council's system of internal control and risk management;
- Financial reporting and financial statements;
- Internal Audit function;
- AGSA's report;
- Council's compliance with legislation and regulation;
- Compliance with the Council's Code of Conduct and ethics; and
- Performance Management System to make recommendations in this regard to the Council.

The APAC members are as follows:

Table 109: Members of the Audit and Performance Audit Committee

Period 01 July 2021 – 29 March 2022		Period 28 June 2022 – 30 June 2022	
Name of representative	**Capacity**	**Name of representative**	**Capacity**
Dr NL Mortimer	Chairperson (re-appointed for a second term 1 April 2019 – term ended 31 March 2022)	LC Nene	Chairperson (appointed 1 May 2022)
VJ Botto	Member (appointed 1 September 2017)	VJ Botto	Member (appointed 1 September 2017)
TW Lesihla	Member (appointed 1 September 2017)	TW Lesihla	Member (appointed 1 September 2017)
J Williams (Ms)	Member (appointed 1 April 2019)	J Williams (Ms)	Member (appointed 1 April 2019)

Table 110: APAC meetings held from 01 July 2021 to 30 June 2022

Period 01 July 2021 – 30 June 2022
Meeting dates
27 August 2021
14 December 2021
20 January 2022
29 March 2022
28 June 2022

The APAC advises the Council, political office-bearers, the Accounting Officer and management of the municipality on the matters about duties as described in the Audit and Performance Audit Committee Charter.

The APAC is also accountable to identify major risks to which the Council is exposed and to determine the extent to which risks have been mitigated.

2.13 Internal Auditing

Section 165(2)(a), (b) and (c) of the MFMA requires that:

The internal audit unit of a municipality must: –

a. prepare a risk-based audit plan and an internal audit programme for each financial year; and
b. advise the accounting officer and report to the Audit Committee on the implementation of the internal audit plan and matters relating to:

- internal audit;
- internal controls;
- accounting procedures and practices;
- risk and risk management;
- performance management;
- loss control; and
- compliance with this Act, the annual Division of Revenue Act and other applicable legislation.

c. perform such other duties as may be assigned to it by the Accounting Officer.

Stellenbosch Municipality's Internal Audit function is performed by in-house staff. The main focus areas were compliance with applicable laws, regulations, policies and procedures which resulted in both assurances as well as consulting work. During the year under review, the internal audit activity was able to effectively execute 87% of the initially adopted risk-based audit plan.

In addition, process flowcharts for all identified audit areas have been documented, highlighting the key controls and / or control gaps for process owners / line managers to consider and implement. Follow-up reviews were conducted relating to previously reported matters during the previous financial year.

2.13.1 Risk Register and Three-Year Strategic Plan

Table 111: √ Confirms audit activity completed in the financial year

Audit Activity/ Audit Universe	Year 1	Year 2	Year 3	Combined Assurance Provider
	2022/2023	2023/2024	2024/2025	
Statutory Internal Audits				
MFMA Compliance	✓	✓	✓	IA and AG
MSA Compliance	✓	✓	✓	IA and AG
DORA Compliance	✓	✓	✓	AG
Performance Management and SDBIP (Quarterly)	✓	✓	✓	IA
Risk-based audits (Auditable Areas)				
Office of the Municipal Manager: Pre-review of MM and Directors' performance evaluations	✓	✓	✓	IA
Financial Services: Supply Chain Management	-	✓		IA and AG
Financial Services: Asset Management	✓	✓	-	IA (rolled over from 2021/ 2022
Financial Services: Expenditure Management	-	-	-	AG
Financial Services: Budget Process (Included in MFMA Audit)	N/A	N/A	N/A	AG
Financial Services: Revenue Management (Income and Debtors)		-	✓	IA
Financial Services: Cash Receipts, Banking and Investments	-	-	-	AG
Financial Services: Accounting and Financial Reporting	-	-	-	AG
Financial Services: Year-end Inventory review – stores (direct assistance for the AG)	✓	✓	✓	IA
Corporate Services: Recruitment and Selection	✓	-	-	IA
Corporate Services: Information and Communication Technology	✓	✓	✓	Outsource
Corporate Services: Archives/ Records Management (Audit Conducted by Western Cape Provincial Government)	N/A	N/A	N/A	External Assurance
Corporate Services: Staff Regulations	-	✓	✓	IA
Planning and Economic Development: Housing Administration	-	✓	-	IA

Audit Activity/ Audit Universe	Year 1	Year 2	Year 3	Combined Assurance Provider
	2022/2023	2023/2024	2024/2025	
Community and Protection Services: Traffic Services and Administration	-	-	✔	IA
Community and Protection Services: Fleet Management	-	✔	✔	IA
Infrastructure Services: Distribution Losses (Water and Electricity)	✔	✔	✔	IA
Other				
Internal Quality Assurance review	✔	✔	✔	IA
State of Records review (direct assistance for the AG)	✔	✔	✔	IA
AG audit action plan	✔	✔	✔	IA
Governance	✔	✔	✔	IA
Risk Management	✔	✔	✔	IA
Follow up audits	✔	✔	✔	IA
Ad hoc review(s) / Special requests	✔	✔	✔	IA

Legend
No coverage
High-risk (Annual audit of a business process)
Medium risk
Low risk
Compliance (Statutory requirement)

Risk assessment updates were performed during the 2021/22 financial year and all relevant risks were populated into an updated Risk Register for the municipality. This Risk Assessment Plan forms the basis of the 2021/22 financial year's Risk-Based Audit Plan. New updates to the Stellenbosch Municipality's risk profile were captured during 2021/22 in consultation with the Risk Management Committee. This will ensure that adequate audit coverage is obtained from Internal Audit in consultation with the AGSA and management.

2.13.2 Annual Risk-Based Audit Plan

The Risk-Based Audit Plan 2021/22 was implemented with the available resources. The table below provides detail on audits completed.

Table 112: Annual Risk-Based Audit Plan

Audit Activity	Status
DoRA Compliance	Combined Assurance – AG
MGRO 1 and 2 (MGAP)	Report submitted to PT
IA follow-up review:	
Allowances (Overtime, Standby and Scarcity skills)	Final report submitted
Performance Management System	Final report submitted
AG Audit Action plan 2020/21	Final report submitted

Audit Activity	Status
Quarterly Key Control reviews (SORR):	
Quarter 4	Final report submitted
Quarter 1	
Quarter 2	
Quarter 3	
Performance Management:	
Pre-determined Objectives	
Quarter 4	Final Report submitted
Quarter 1	Final Report submitted
Quarter 2	Final Report submitted
Quarter 3	Final Report submitted
Performance Reviews: MM and Directors (annual assessments)	Final Report submitted
Information Technology:	
ITGC, Applications review and support services equipment	Approved rollover 2022/23
Review of Cobit compliance	Approved rollover 2022/23
Other:	
Risk Management	Final Report submitted
Supply Chain Management: Tender management	Final Report submitted
Supply Chain Management: Contract management	SOP submitted
Stores Inventory Review	IA provided direct assistance on behalf of the AG(SA)
Asset Management	Approved rollover 2022/23
Infrastructure services: Development Contributions	Final Report submitted
Mont Rochelle (Ad-hoc review)	Item submitted to Council

2.13.3 PMS Audits

The actual performance was subjected to an internal audit review the and results of their findings were submitted to the APAC. Quarterly audits were performed and reported to the APAC.

2.14 Supply Chain Management

The Supply Chain Management (SCM) Policy applicable to the 2021/22 financial year was revised and adopted by the Council on 26 May 2021 (as Appendix 17 of the budget-related policies, in the Council item) in terms of section 17(1) – (3) of the MFMA.

The changes referred to above will ensure that the Department: Supply Chain Management (SCM) has the required legislative mandate to further streamline procedures and processes to promote more efficient and effective service delivery to all internal and external stakeholders.

2.14.1 Competitive bids over R200 000

The following table details the number of Bid Committee meetings held for the 2021/22 financial year:

Table 113: Bid Committee Meetings

Bid Specification Committee	Bid Evaluation Committee	Bid Adjudication Committee
46	220	64

The attendance figures of members of the Bid Specification Committee are as follows:

Table 114: Attendance of Members of the Bid Specification Committee

Member	% Attendance
Supply Chain Management Representative	100%
Relevant technical expert responsible for a function	100%

The attendance figures of members of the Bid Evaluation Committee are as follows:

Table 115: Attendance of Members of the Bid Evaluation Committee

Member	% Attendance
Supply Chain Management Representative	100%
Relevant technical expert responsible for a function	100%

The attendance figures of members of the Bid Adjudication Committee are as follows:

Table 116: Attendance of Members of Bid Adjudication Committee

Member	% attendance
Chief Financial Officer (Chairperson)	100%
Director Planning and Economic Development	100%
Director: Infrastructure Services	100%
Director: Community and Protection Services	100%
Director: Corporate Services	100%

The percentages indicated above include the attendance by those officials acting in the position of a bid committee member and / or chairperson.

2.14.2 Awards made by the Bid Adjudication Committee

The Bid Adjudication Committee awarded 77 bids with a value of R 285 588 974.13, excluding annual tenders awarded based on approved rates. The ten highest bids awarded by the bid adjudication committee are as follows:

Table 117: Ten Highest Bids Awarded by Bid Adjudication Committee

Bid Number	Title of bid	Directorate and Section	Successful Bidder	Value of bid awarded
B/SM 82/21	Refurbishment of Rozendal Reservoir.	Infrastructure Services	Empa Structures	R 9 491 272.75
B/SM 24/22	Upgrading / Maintenance of Heritage Buildings: Voorgelegen, Rhenish and Bergzight until 30 June 2024.	Corporate Services	Xiqombe	R 9 232 053.53
B/SM 12/22	Implementation of 11kV Network Upgrades in the Pniël area of Stellenbosch: Period ending 30 June 2024.	Infrastructure Services	VE Reticulation (Pty) Ltd	R 8 891 414.71
B/SM 62/22	Underwriting and Management of Short-Term Insurance Portfolio, for a contract period, ending 30 June 2023.	Financial Services	Kunene Makopo Risk Solutions	R 8 558 580.62
B/SM 110/21	Refurbishment of 11kv Substation Buildings and Installation of Switchgear Supplied by Stellenbosch Municipality for the period ending 30 June 2024.	Infrastructure Services	VE Reticulation (Pty) Ltd	R 7 949 721.12
B/SM 111/21	Jan Marais Substation Upgrade (Civil, Electrical and Structural Works).	Infrastructure Services	Leafy Space (Pty)Ltd	R 6 599 175.57
B/SM 22/22	The Enabling Works for the Construction of a Local Economic Development Hub and Transport Facility at Bird Street, Stellenbosch.	Planning and Economic Development	Raycon Properties	R 5 079 053.43

Bid Number	Title of bid	Directorate and Section	Successful Bidder	Value of bid awarded
B/SM 06/22	Upgrading of Kayamandi Tourism and Economic Corridor	Corporate Services	Bambana Management Services	R 4 724 787.65
B/SM 19/22	Supply and Delivery of a Multi-Purpose Armoured Personnel Carrier Vehicle (Nyala)	Community and Protection Services	TFM Industries (Pty)Ltd	R 4 222 306.65
B/SM 115/21	A Professional Service Provider to Assemble a Multi-Disciplinary Team of Professionals	Planning and Economic Development	Zutari (Pty)Ltd	R 3 819 344.19

2.14.3 Awards made by the Accounting Officer

In terms of paragraph 5.2 of the Council's Supply Chain Management policy, only the Accounting Officer may award a bid which is over R 10 million. The authority to make such an award may not be sub-delegated by the Accounting Officer.

The table below indicates the bids awarded by the Accounting Officer are as follows:

Table 118: Awards made by the Accounting Officer

Bid Number	Title of bid	Directorate and Section	Value of bid awarded
B/SM 25/22	THE CONSTRUCTION OF THE POLKADRAAI WATER SUPPLY SCHEME	Infrastructure Services	R 103 410 198.46
B/SM 79/21	CONSTRUCTION OF NEW DISTILLERY ROAD BRIDGE, REHABILITATION, ROADWAYS AND ANCILLARY WORKS	Infrastructure Services	R 29 750 000
B/SM 40/22	INTERNAL REFURBISHMENT OF THE NPK BUILDING ON ERF 1852, STELLENBOSCH FOR ADMINISTRATIVE OFFICES FOR STELLENBOSCH MUNICIPALITY.	Corporate Services	R 23 957 544.77
B/SM 23/22	IMPLEMENTATION OF MEDIUM VOLTAGE NETWORK UPGRADES IN KAYAMANDI, STELLENBOSCH	Infrastructure Services	R 14 014 568.89
B/SM 21/22	ENGINEERING, PROCUREMENT AND CONSTRUCTION OF GRID-TIED ROOFTOP PV SYSTEMS AT VARIOUS MUNICIPAL BUILDINGS IN STELLENBOSCH	Infrastructure Services	R 12 482 222.16
B/SM 123/21	EVALUATION OF TENDER FOR ZONE O, KAYAMANDI, HOUSING PROJECT: CONSTRUCTION OF INTERNAL CIVIL ENGINEERING SERVICES – PHASE 3	Infrastructure Services	R 12 120 851.13

2.14.4 Objections Lodged

The table below indicates the total objections lodged during the year under review.

Table 119: Objections Lodged

Tender Nr	Description	Date of finalisation of the appeal
B/SM 92/21	Khauleza IT solutions	22-Sep-22
B/SM 61/21	Lewendal Attorneys	23-Sep-22
B/SM 33/21	Blackbird	6-Oct-22
B/SM 100/21	VINLAB	21-Oct-21
B/SM 67/21	Contour	6-Dec-21
B/SM 114/21	Elexpert	11-Feb-22
B/SM 17/21	Timber City / Julobyte	4-Nov-22
B/SM 41/21	Xmoore Transport	14-Jun-22
B/SM 32/21	Language Teaching Centre	13-Oct-21

Tender Nr	Description	Date of finalisation of the appeal
B/SM 32/21	Sharons Driving School	15-Oct-21
B/SM 73/21	FB Protection Services	17-Nov-21
B/SM 69/21	Beatrice Nina	18-Jan-22
B/SM 73/21	Securitem	18-Feb-22
B/SM 19/21	OTT	11-Apr-22

The municipality also had eight (8) appeals which were resolved together with six (6) objections which were also dealt with.

2.14.5 Formal Quotations (above R30 000 and below R200 000) Procurement Processes

The number of formal quotations approved by the Snr. Manager: Supply Chain Management for the year under review follows:

Table 120: Formal Quotations (above R 30 000 and below R 200 000)

Description	Financial Years				
	2017/18	2018/19	2019/20	2020/21	2021/22
Number of Awarded Formal Quotations	206	203	145	122	89
Total Formal Quotations advertised	264	249	159	139	131
Percentage awarded	**78.03%**	**81.53%**	**91.19%**	**88%**	**67.94%**

2.14.6 Deviation from normal Procurement Processes

Paragraph 4.36 of the Council's Supply Chain Management Policy allows the Accounting Officer to dispense with the official procurement process. The following table indicates the number of certificates of emergencies and deviations approved in terms of section 4.36 of the SCM Policy.

Table 121: Deviation from Normal Procurement Process

Description	Financial Years			
	2018/19	2019/20	2020/21	2021/22
Certificate of Emergencies: Approved by the Directors i.t.o. Section 4.36.4 of the SCM Policy	0	0	0	0
Deviations: Approved by the Accounting Officer i.t.o. Section 4.36.1 of the SCM Policy	42	32	19	12
TOTAL	**42**	**32**	**19**	**12**

Deviations from the normal procurement processes have been monitored closely to mitigate the risk associated with them.

2.14.7 Disposal Management

The system of disposal management envisages the following:

- immovable property is sold only at market-related prices except when the public interest or the plight of the poor demands otherwise;
- movable assets are sold either by way of written price quotations, a competitive bidding process, auction or at market-related prices, whichever is the most advantageous;
- firearms are not sold or donated to any person or institution within or outside the Republic unless approved by the National Conventional Arms Control Committee;
- immovable property is let at market-related rates, except when the public plight of the poor demands otherwise;
- all fees, charges, rates, tariffs, scales of fees or other charges relating to the letting of immovable property are annually reviewed;
- where assets are traded in for other assets, the highest possible trade-in price is negotiated; and
- 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.

The municipality complies with section 14 of the MFMA which deals with the disposal of capital assets as well as with the Asset Transfer Regulations.

2.14.8 Supply Chain Management Performance Management

The SCM Policy requires that an internal monitoring system be established and implemented to determine, based on retrospective analysis, whether the SCM processes were followed and whether the objectives of the SCM policy were achieved.

Monitoring of internal processes is an ongoing process. Procedure manuals for various SCM processes have been developed, approved and are being implemented

2.14.9 Service Providers Strategic Performance

Section 76(b) of the MSA states that KPIs should inform the indicators set for every municipal entity and service provider with whom the municipality has entered into a service delivery agreement. According to the AGSA's office:

a) Service provider means a person or institution or any combination of persons and institutions that provide a municipal service;
b) External service provider means an external mechanism referred to in section 76(b) that provides a municipal service for a municipality; and
c) Service delivery agreement means an agreement between a municipality and an institution or person mentioned in section 76(b) in terms of which a municipal service is provided by that institution or person, either for its account or on behalf of the municipality.

Section 121(b) of the MFMA and section 46 of the MSA further state that a municipality should include the following aspects related to service providers in its annual report:

- The performance of each service provider;
- A comparison of the performance with targets set for and performance in the previous financial year; and

- Measures are taken to improve performance.

2.14.10 B-BBEE Compliance Performance Information

Section 121(3)(k) of the MFMA indicates that the annual report of a municipality should include any other information as may be prescribed. The Broad-Based Black Economic Empowerment (B-BBEE) Act (Act 53 of 2003; as amended by Act 46 of 2013) read in conjunction with the B-BEE Regulations of 2016 states in Section 13G(1) that all spheres of government, public entities and organs of state must report on their compliance with broad-based black economic empowerment in their Annual Financial Statements and Annual Reports. Under the explanatory notice (Notice 1 of 2018) issued by the B-BBEE Commission, the following table provide details on the municipality's compliance concerning broad-based black economic empowerment which only focuses on the organisational aspect of the compliance reform: It should be noted that a consultant is currently in process to do an in-depth rating of the BBEE compliance in terms of supply chain and socio-economic activities.

a) Management Control

Table 122: B-BBEE Compliance Performance Information - Management Control

Category	% for each category	Race Classification			Gender		Disability
		A	C	W	F	M	
Directors	4 / 6 = 66.67%	0	4	2	2	4	0
Senior Management	18 / 25 = 72%	3	15	7	4	21	0

b) Skills Development

Table 123: B-BBEE Compliance Performance Information- Skills Development

Category	% for each category	Race Classification		Gender		Disability	Total amount spend
		Category	Total	Category	Total		
Black Employees	278	A	996	F	79	None	Total Spent: R3 267 622 R3 071 564.68 (94% of the total spent)
		C	179	M	199		
		I	0				
Non-Black employees	19	W	19	F	2	None	R196 057.32 (6% of the total spent)
				M	17		
Black People on internships, apprenticeships, learnership	40	A	13	F	16	None	R424 790.86 (13% of total)
				M	24		
Unemployed black people on any programme under the learning programme matrix	2	C	2	M	2	None	R19 605.73 (0.6% of the total spent)
Black people absorbed at end of learnership, internship and apprenticeship	0	0	0	0	0	None	0

2.15 By-Laws and Policies

Section 11 of the MSA gives municipal councils the executive and legislative authority to pass and implement by-laws and policies.

Budget-related policies reviewed in the 2021/22 financial year are listed below.

Table 124: Budget-Related Policies Reviewed

Policies Revised	Date Adopted
Traffic Calming Policy	24.08.2020
Land Use Enforcement Policy for Stellenbosch Municipality, March 2019	24.08.2020
Performance Management Policy	29.07.2020
Parking Policy for Council	28.10.2020
Policy and procedures for ward committees, including COVID-19 protocols	25.11.2020
Universal Access Policy Review	27.01.2021
Non-Motorised Transport Policy	21.04.2021
Consequence Management Policy	26.05.2021
Accounting Policy	26.05.2021
Asset Management Policy	26.05.2021
Borrowing, Funds and Reserves Policy	26.05.2021
Budget Implementation and Monitoring Policy	26.05.2021
Cash Management and Investment Policy	26.05.2021
Cost Containment Policy (2019-09-25)	26.05.2021
Credit Control and Debt Collection Policy	26.05.2021
Development Charges Policy	26.05.2021
Financing of External Bodies Performing Municipal Functions Policy	26.05.2021
Grants-In-Aid Policy	26.05.2021
Indigent Policy	26.05.2021
Inventory Management Policy	26.05.2021
Irrecoverable Debt Policy	26.05.2021
Liquidity Policy	26.05.2021
Petty Cash Policy	26.05.2021
Preferential Procurement Policy	26.05.2021
Property Rates Policy	26.05.2021
SCM Policy for Infrastructure Procurement and Delivery Management	26.05.2021
Special Rating Area Policy	26.05.2021
Supply Chain Management Policy	26.05.2021
Tariff Policy	26.05.2021
Travel and Subsistence Policy	26.05.2021
Virement Policy	26.05.2021
Ward Allocation Policy	26.05.2021
Wayleave Policy (2021-03-31)	26.05.2021
Development Charges Policy	26.05.2021

Table 125: Bylaws reviewed

Bylaws	Date of Approval
Stellenbosch Liquor Trading Hours By-Law	29.07.2020
Problem Properties By-Law	29.07.2020
Stellenbosch Municipality By-Law on Stormwater	25.11.2020
Stellenbosch Municipality By-Law on Integrated Waste Management	25.11.2020

Bylaws	Date of Approval
Stellenbosch Municipality By-Law on Parking	28.04.2021
Stellenbosch Municipality By-Law Roads and Street	28.04.2021
Stellenbosch Municipality By-Law on Posters (Draft)	28.04.2021
Property Rates By-Law	26.05.2021
Tariff By-Law	25.05.2021
Special Areas Rating By-Law	26.05.2021
Credit Control and Debt Collection By-law	25.05.2021
Property Rates By-law	25.05.2021
By-Law on Stormwater	26.05.2021

2.16 Municipal Website

The municipal website is an integral part of a municipality's communication infrastructure and strategy. It serves as a tool for community participation, improves stakeholder involvement and facilitates stakeholder monitoring and evaluation of municipal performance. Section 75 of the MFMA requires that municipalities place key documents and information on their website, including the IDP, the annual budget, adjustments budgets and budget-related documents and policies.

Below is a website checklist to indicate compliance with Section 75 of the MFMA.

Table 126: Municipal Website Checklist

Documents Published on the Stellenbosch Municipality's Website	Yes / No	Publishing Date
Current annual and adjustments budgets and all budget-related documents	Yes	Within legislated period
All current budget-related policies	Yes	Within legislated period
Current annual and adjustment budgets and all budget-related documents	Yes	Within legislated period
All current budget-related policies	Yes	Within legislated period
The annual report for 2021/22	-	Pending
All current performance agreements required in terms of section 57(1)(b) of the Municipal Systems Act for 2021/22	Yes	Within legislated period
All service delivery agreements for 2021/22	Yes	Within legislated period
All long-term borrowing contracts for 2021/22	Yes	Within legislated period
All supply chain management contracts above a prescribed value for 2021/22	Yes	Within legislated period
An information statement containing a list of assets over a prescribed value that have been disposed of in terms of section 14(2) or (4) during 2021/22	Yes	Within legislated period

2.17 Communication

Local government has a statutory obligation and a political responsibility to ensure regular and effective communication with the community. The Constitution of the Republic of South Africa Act 1996, section 152(1)(e), in setting out the objectives of local government, states that municipalities must "encourage the involvement of communities and community organisations in the matters of local government". Section 160(7) of the Constitution further says that "a municipal council must openly conduct its business, and may close its sittings, or its committees, only when it is reasonable to do so".

The MSA, section 4, encourages the involvement of communities in the affairs of their municipalities. As a local government, the municipality must act with high levels of transparency, accountability, openness, participatory democracy and direct communication with communities to improve the lives of residents. At the heart of the Communication Policy, adopted by the Council in July 2020, lies the notion of improved communication that facilitates public participation.

Communication platforms played a vital role during the year under review and as the country was hit by the COVID-19 pandemic. It was the municipality's duty to inform the greater Stellenbosch of all newsworthy information. Ensuring that the right messages reach the intended audiences on the most appropriate platforms and continuously facilitating conversations through the various communication platforms, contributes to the strengthening of the municipality's corporate identity and brand. The relationship with the media became crucial and also the vehicle to steer the communication to all stakeholders. Comprehensive responses were prepared to all media enquiries from the community, and local, regional and national publications / broadcasters every week. Positive news stories are being disseminated through the proactive release of media statements. These statements and positive news stories are also amplified to reach audiences online by sharing them on the municipal website and other social media platforms. The communication informed the community of the COVID-19 pandemic and how to practice social distancing and good health as well as to educate and encourage the residents to stay safe by vaccinating. Daily statistics are still being broadcast on all communication platforms.

Members of the public can report faults or refer enquiries through an e-mail link on the website to the contact.stellenbosch@stellenboch.gov.za mailbox. This mailbox is monitored daily and enquiries, compliments and complaints are forwarded to the relevant departments daily. The municipal website is updated with new and official notices, formal quotations, tenders, news stories, vacancies and as well as meeting agendas and minutes on an ongoing basis. The website is increasingly made more user-friendly and plans are already in place to simplify navigation and increase overall customer satisfaction by restructuring the website.

The municipal Facebook page and the Twitter account have been growing steadily and now reach a much larger, ever-growing audience. Apart from being used to publicise municipal news stories, photos and videos, social media platforms are used to broadcast important alerts and notices. Traffic is also diverted to the website through the municipality's social media platforms. Municipal advertisements are regularly placed in the community and regional newspapers and contribute to building the municipality's brand. The Executive Mayor's monthly newsletter, pamphlets, posters, notice boards and regular IDP / Ward meetings provide the municipality with additional platforms for communicating with residents and other stakeholders.

To improve internal communication within the organisation, the interdepartmental communication forum has been established and meetings of this forum have proved to be invaluable. The interdepartmental communication forum meets at least quarterly. Improved internal communication is further achieved through the newsletter of the Municipal Manager, internal memos, notice boards, a bulk SMS system and regular staff meetings.

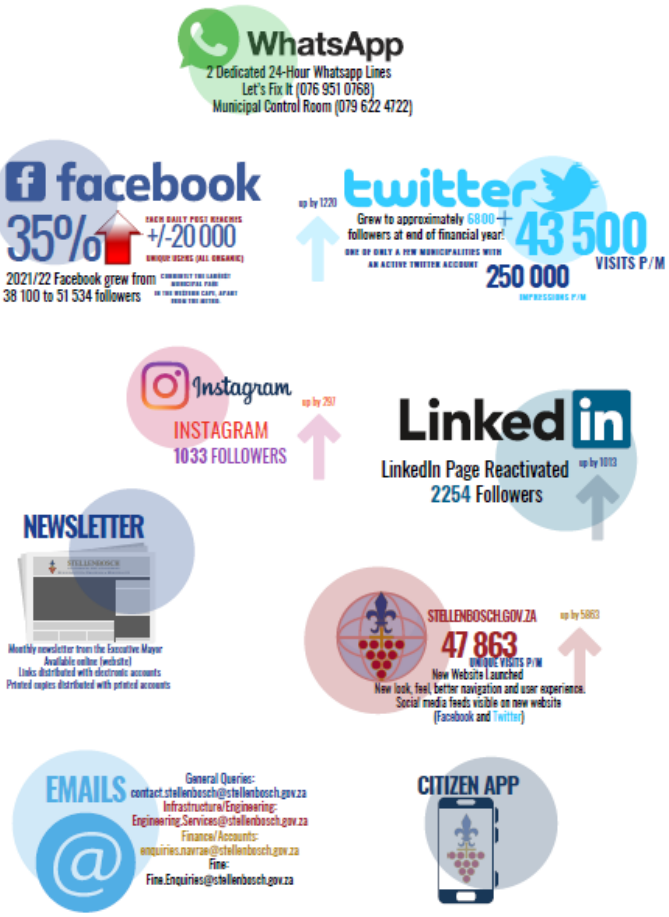
Below is a communication checklist for compliance with the communication requirements.

Table 127: Communication Activities

Communication activities	Yes / No
Communication Unit	Yes
Communication Strategy	Yes
Communication Policy	Yes
Customer satisfaction surveys	No
Functional complaint management systems	Yes
Newsletters distributed at least quarterly	Yes

The image below illustrates the volume of visitors to the municipality's social media platforms.

Figure 9: Social Space Statistics



CHAPTER 3: SERVICE DELIVERY PERFORMANCE

3.1 Overview of performance within the organisation

This section provides an overview of the key service achievements of the municipality that came to completion during the 2021/22 financial year in terms of the deliverables achieved compared to the key performance objectives and indicators in the IDP.

To improve performance planning, implementation, measurement and reporting, the municipality implemented the following actions;

- Departmental operational plans were developed for monitoring and reporting operational programmes. An electronic performance management system is operational within the municipality. The same system forms the basis of performance evaluations of the Directors and the Municipal Manager; and
- The municipality endeavoured during the development of the TL SDBIP as well as with the development of the Departmental SDBIP that the "SMART" principle be adhered to in the setting of indicators and objectives. Emphasis was placed on ensuring that targets were specific and time-bound, thus making them measurable.

COMPONENT A: BASIC SERVICES

This component includes the municipal functions, basic service delivery highlights and challenges, details of services provided for water, wastewater (sanitation), electricity, waste management, housing services and a summary of free basic services.

3.2 Municipal Functions

3.2.1 Analysis of Functions

The municipal functional areas are indicated below.

Table 128: Municipal Functional Areas i.t.o. the Constitution

Municipal Function	Yes / No
Constitution Schedule 4, Part B functions:	
Air pollution	Yes
Building regulations	Yes
Childcare facilities	Yes
Electricity and gas reticulation	Yes
Firefighting services	Yes
Local tourism	Yes
Municipal airports	No
Air pollution	Yes
Building regulations	Yes
Municipal planning	Yes
Municipal health services	No
Municipal public transport	Yes
Municipal public works only in respect of the needs of municipalities in the discharge of their responsibilities to administer functions specifically assigned to them under this Constitution or any other law	No

Municipal Function	Yes / No
Constitution Schedule 4, Part B functions:	
Pontoons, ferries, jetties, piers and harbours, excluding the regulation of international and national shipping and matters related thereto	No
Stormwater management systems in built-up areas	Yes
Trading regulations	Yes
Water and sanitation services are limited to potable water supply systems and domestic wastewater and sewage disposal systems	Yes
Beaches and amusement facilities	Yes
Billboards and the display of advertisements in public places	Yes
Cemeteries, funeral parlours and crematoria	Yes
Cleansing	Yes
Control of public nuisances	Yes
Control of undertakings that sell liquor to the public	Yes from 2013
Facilities for the accommodation, care and burial of animals	Yes
Fencing and fences	Yes
Licensing of dogs	No
Licensing and control of undertakings that sell food to the public	No
Local amenities	Yes
Local sport facilities	Yes
Markets	Yes
Municipal abattoirs	No
Municipal parks and recreation	Yes
Municipal roads	Yes
Pounds	Yes
Public places	Yes
Refuse removal, refuse dumps and solid waste disposal	Yes
Street trading	Yes
Street lighting	Yes
Traffic and parking	Yes

3.3 National Key Performance Indicators – Basic Service Delivery

The following table indicates the municipality's performance in terms of the National Key Performance Indicators required in terms of the Local Government: Municipal Planning and the Performance Management Regulations of 2001 and section 43 of the MSA. These key performance indicators are linked to the following two National Key Performance Areas: Basic Service Delivery and Local Economic Development.

Table 129: Basic Service Delivery

KPA and Indicators	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Basic Service Delivery*							
The percentage of households earning less than R6 500 per month with access to free basic services (In the case of Stellenbosch Municipality- several registered Indigent households are being reported)	100%	100%	100%	100%	100%	100%	100%
Service for water, sanitation and refuse removal (Average)	7 042	5 686	6 453	6 813	6 666	7 283	4 681

**The data emanates from the Indigent Register of the Stellenbosch Municipality*

3.4 Water Provision

Water is the most fundamental and indispensable of available natural resources – fundamental to life, the environment, food production, hygiene and power generation.

Poverty reduction / alleviation and improved water management are closely linked. Schedule 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.

Basic water is defined as 25 litres of potable water per day supplied within 200 meters of a household.

After the drought disaster and better rainfall seasons during 2020 and 2021, the municipalities in the Western Cape lifted water restrictions. Stellenbosch Municipality had no water restriction in place during the year under review. The municipality supplies water to the consumers in their area of jurisdiction through the following six water supply systems:

- Stellenbosch: Eerste River treated at Ida's Valley WTP – (Own source);
- Stellenbosch: DWS allocation from Western Cape Water Supply Scheme (WCMSS) via the tunnel treated at Paradyskloof WTP – (Theewaterskloof Dam);
- Franschhoek: Du Toits River treated at Franschhoek WTP – (Own source);
- Dwarsrivier and rest of Franschhoek: Potable water purchased from CoCT (Wemmershoek Line);
- Raithby, Klapmuts, Koelenhof, etc.: Potable water purchased from CoCT (Blackheath WTP, Faure WTP and Wemmershoek Line); and
- Boreholes BH1: Die Braak, BH2: Meerlust and BH3: Van der Stel, treated in Containerised Package Plants. This system was not utilised in the 2021/22 financial year.

Water is also supplied to a fairly extensive industrial area as well.

The municipality manages three water treatment works, namely Ida's Valley, Paradyskloof and Franschhoek, which is a micro water treatment plant. The potable water supply from these works amounted to 20.27 Ml/d and a further 8.93 Ml/d was obtained from the City of Cape Town (CoCT) during the 2021/22 financial year, ensuring a supply of approximately 29.21 Ml/d to the municipality's area of responsibility.

Areas supplied by the Wemmershoek Dam and 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 Vlottenburg.

Areas supplied by Faure water treatment works (from Steenbras Dam – CoCT) are Faure, Jamestown, De Zalze, Raithby and Lynedoch. Although this 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 118 reservoirs / holding tanks / sumps and water towers, 69 water pump stations, 41 pressure-reducing valve installations and 704 kilometres of pipeline. The system is fully controlled and operated by a telemetry system.

The total bulk water input into the water network for the 2021/22 financial year was 10 661 Ml, with an annual average daily demand of 29 208 kl/day. 41.5% of the water supplied is purified from the municipality's water sources at the Ida's Valley and Franschhoek water treatment plants. The balance is supplied by the CoCT (30.6%) and from the treatment of raw water at Paradyskloof WTP as supplied by the Department of Water and Sanitation (27.9%). Potable water supplied by the CoCT is analysed monthly.

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 for all three plants is outsourced to external contractors.

Based on the municipality's IWA Water Balance sheet for the 2021/22 financial year under review, the municipality recorded 21.9% for "non-revenue" water, which is an increase of 3.8% from the previous financial year and 12.7% for Real Network Losses. Refer to the municipality's International Water Association (IWA) Water Balance Sheet.

System input volume: July 2021 to June 2022 ; kl * **10 660 846** **100%**
(water demand in reticulation system)

Potable water system	Authorised consumption 81,3%	Revenue water 78,1%	Billed metered	7 807 027	73,2%
			Billed unmetered	521 538	4,9%
		Non-revenue water 21,9%	Un-billed metered	319 825	3,0%
			Un-billed unmetered	21 322	0,2%
	Water losses 18,7%		Commercial losses	639 651	6,0%
			Physical losses	1 351 483	12,7%

Revenue water (Sales) kl	8 328 565	
Non-revenue water (NRW) ; kl	**2 332 281**	**21,9%**
Real network losses ; kl	**1 351 483**	**12,7%**

The non-revenue water for the 2021/22 financial year is 21.9% which is below the target set of 25%. The real physical network losses are at 12.7% which is below the best practice value of 15%.

The table above is the International Water Association table to compute the water balance and is also accepted in the DWS reporting structure. This forms the basis of the information needed and what is currently used to calculate water losses. This is combined with monitoring systems installed on all bulk water supply points to determine and ensure accurate data on the water provided. The consumption data for all water users are drawn from the SAMRAS system with a regular data download to determine the total water sold. The figure above is used as far as possible to reflect the water balance and water losses in the water systems. The water readings of all areas are also sent to the DWS on a three-monthly basis to monitor and control water usage and allocations of water.

The municipality has developed a comprehensive Water Conservation and Water Demand Management (WC&WDM) strategy, which includes a 10-year financial plan. The strategy has two goals: the municipality will prioritise the implementation of WC&WDM and will ensure ongoing planning, management, monitoring and an enabling environment. The WC&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 operations and maintenance.

The municipality implemented level 6 B water restrictions from 19 February 2018 – 31 October 2020 which were lifted with effect from 01 November 2020. The City of Cape Town is currently not implementing water restrictions. Stellenbosch Municipality is also currently not implementing water restrictions, but the public should be aware of the current predictions on future drought situations.

The following table reflects the current status of the dam levels supplying the WCWSS with water and the status of Stellenbosch's dam levels.

Table 130: Western Cape Dams

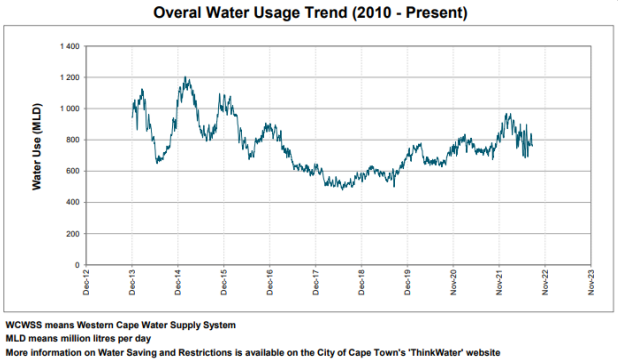
Major dams	2020	2021	2022
	(%)	(%)	(%)
Berg River	81.2	100.8	87.9
Steenbras Lower	49.9	89.9	78.6
Steenbras Upper	99.6	84.6	85.8
Theewaterskloof	55.8	101.9	76.1
Voëlvlei	54.5	88.1	63.2
Wemmershoek	43.3	97.7	65.5
Total Stored (Ml)	**540 023**	**879 173**	**679 794**
% Storage	**59.7**	**97.4**	**75.2**

The table below depicts the Stellenbosch dams and overall water usage trends in the region (from CoCT Dam Levels Report, August 2022):

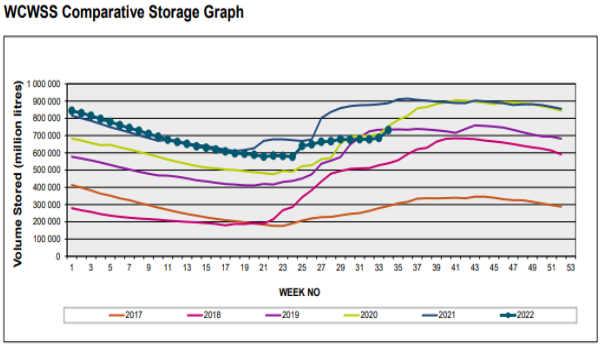
Stellenbosch's own Dams

Table 131: Stellenbosch dams

Ida's Valley 1	100	100	80
Ida's Valley 2	100	100	100



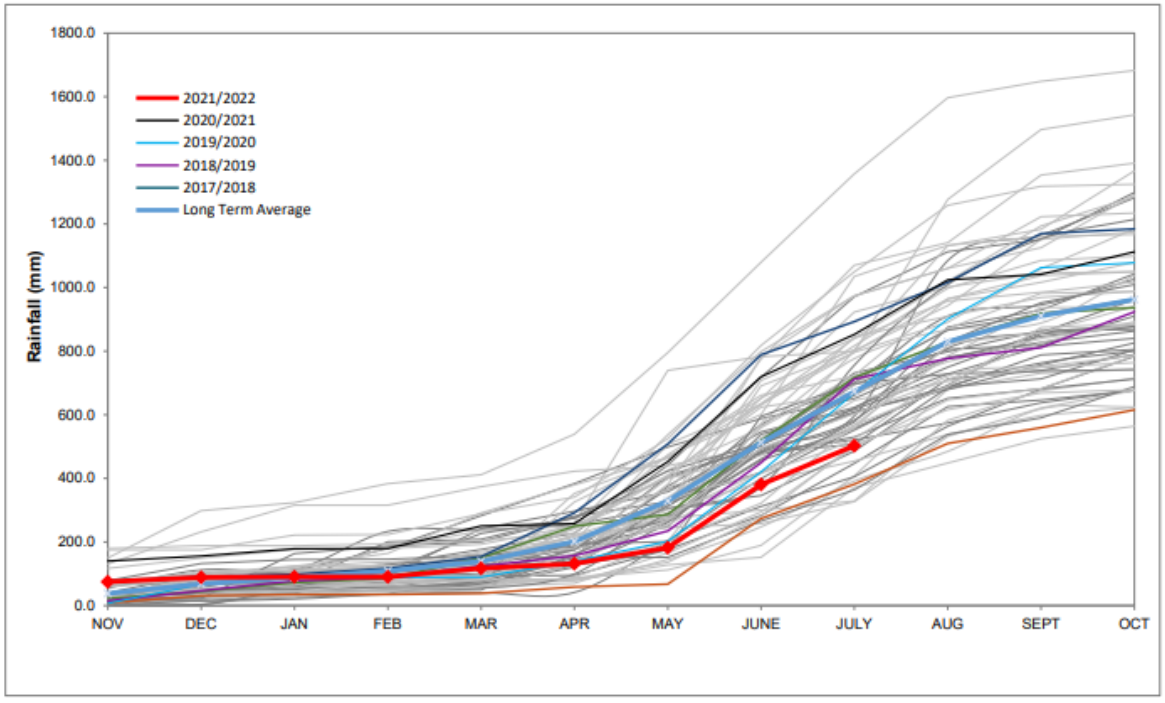
WCWSS means Western Cape Water Supply System
MLD means million litres per day
More information on Water Saving and Restrictions is available on the City of Cape Town's 'ThinkWater' website



Groundwater is now seen as a potential water source and will be investigated and evaluated after the new water resources study is completed.

Accumulated Monthly Rainfall at Wemmershoek

Note: Wemmershoek station used due to long record and mountainous location



3.4.1 Service Statistics – Water Services

The table below outlines water usage totals per category:

Table 132: Total Use of Water

Total Use of Water (Mℓ)					
Year	Total Water into the System (Mℓ)	Total Water Sold (Mℓ)	Non-Revenue Water	% Non-Revenue Water	% Physical Water Loss
2014/15	14 876	11 556	3 320	22.3%	10.3%
2015/16	13 889	10 498	3 391	24.4%	12.4%
2016/17	12 220	9 572	2 648	21.8%	9.7%
2017/18	8 661	6 779	1 882	21.7%	8.2%
2018/19	8 058	6 380	1 676	20.8%	6.9%
2019/20	8 015	6 374	1 640	20.5%	6.5%
2020/21	10 003	7 701	1 815	18.1%	9.9%
2021/22	10 080	8 174	1 906	18.9%	9.7%

3.4.2 Water Service Delivery Levels

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 service. While the provision of basic water services is the most important and immediate priority, Water Services Authorities are expected to provide intermediate and higher levels of services (for example water on site) if it is practical and provided it is financially viable and sustainable to do so.

All water services provided by Stellenbosch Municipality to consumers within its borders are linked to the municipality's Tariff Policy and Tariff By-laws, and poor households are incorporated through the municipality's Indigent Policy.

A large number of residents in the lowest income groups (living in informal areas) pose a major challenge to the municipality to provide suitable housing. Stellenbosch Municipality strives towards providing all households in the towns with a water connection inside the house and connecting all households to a waterborne sanitation system.

All the formal households in the urban areas of Stellenbosch Municipality's Management Area are provided with water connections and waterborne sanitation facilities inside households (higher level of service). Communal standpipes and ablution facilities are provided in the informal areas as a temporary emergency service. The municipality is aware of the fact that communal standpipes represent in all likelihood the weakest part of a network's water supply services, and constantly repairs and monitors the system of operation and maintenance thereof.

The table below specifies the different water service delivery levels per household:

Table 133: Water Service Delivery Levels

Description	2015/16 *(audited)*	2016/17 *(audited)*	2017/18	2018/19	2019/20	2020/21	2021/22
Household							
***Water:* (above minimum level)**							
Piped water inside	37 902	37 989	38 027	40 321	42 615	38 120	38 120

Description	2015/16 (audited)	2016/17 (audited)	2017/18	2018/19	2019/20	2020/21	2021/22
Piped water inside the yard (but not in a dwelling)	3 596	3 596	3 596	3 596	3 596	3 596	3 596
Using public tap (within 200m from dwelling)	8 491	9 238	9 699	11 327	12 955	10 504	10 504
Other water supply (within 200m)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Minimum Service Level and Above Sub-Total	**49 989**	**50 823**	**51 323**	**55 244**	**59 166**	**52 220**	**52 220**
Minimum Service Level and Above Percentage	**99.75**	**99.75**	**99.75**	**99%**	**98.93%**	**98%**	**98%**
***Water:* (below minimum level)**							
Using a public tap (more than 200m from the dwelling)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other water supply (more than 200m from dwelling)	125	N/A	N/A	N/A	N/A	N/A	N/A
No water supply	405	N/A	N/A	N/A	N/A	N/A	N/A
Below Minimum Service Level Sub-Total	**530**	**0**	**0**	**581**	**632**	**1 263**	**1 263**
Below Minimum Service Level Percentage	**1.06**	**0**	**0**	**1%**	**1.07%**	**2%**	**2%**
Total Number of Households (formal and informal)	**48 002**	**48 002**	**52 374**	**55 825**	**59 798**	**53 483**	**53 483**
**2021/22 information based on 2020/21 – awaiting the finalisation of the Water Services Development Plan (WSDP)							

The table below indicates the capital expenditure for the Section: Water Services at 30 June 2022.

Table 134: Capital expenditure as at 30 June 2022: Section: Water Services

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Bulk water supply Klapmuts	11 894	10 736	9.73
New Reservoir and amp; Pipeline: Vlottenburg	7 000	1 369	80.45
New Reservoir Rosendal	11 852	10 205	13.89
Water Conservation and amp; Demand Management	3 000	2 673	10.88
Waterpipe Replacement	7 555	7 132	5.59
Only the 5 largest capital projects are listed			

The Section: Water Services has spent, 77**%** of the capital budget for the financial year.

3.5 Wastewater (Sanitation) Provision

The main focus for the 2021/22 financial year was to implement the demands of the Stellenbosch Municipality's masterplan, fulfilling the development needs for the Stellenbosch Municipality's vision, part of the demand was to complete the upgrade of the **Pniël Wastewater Treatment Works** and identifying and resolving operational issues at the **new Wemmershoek Wastewater Treatment Works.**

The construction of the 4.5 Ml/day Pniël WWTW upgrade commenced within the 2019/20 financial year. Delays caused by Eskom pushed the completion date into the next financial year (completion February 2023). The upgrade of the Wemmershoek WWTW Phase 1 commenced in the

2021/22 financial year and should be completed by 30 November 2022. The Phase 2 design may require a redesign given the budget availability for Phase 2.

The table below specifies the different sanitation service delivery levels per household for the financial years 2015/16 – 2021/22.

Table 135: Sanitation service delivery levels

Description	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Household							
***Sanitation / sewerage:* (above minimum level)**							
Flush toilet (connected to sewerage)	37 902	37 939	38 027	40 321	42 615	44 909	44 909
Flush toilet (with septic tank)	1 079	1 079	1 079	1 079	1 079	1 079	1 079
Chemical toilet	321	114	94	94	139	184	184
Pit toilet (ventilated)	209	0	0	0	0	0	0
Other toilet provisions (above minimum service level)	1 038	0	0	2 336	2 386	2 386	2 386
Minimum Service Level and Above Sub-Total	**40 549**	**39 132**	**39 252**	**44 595**	**46 219**	**48 609**	**48 609**
Minimum Service Level and Above Percentage	**94.86**	**97.51**	**97.01%**	**92.0%**	**98,14%**	**95.18%**	**95.18%**
***Sanitation / sewerage:* (below minimum level)**							
Bucket toilet	125	0	0	0	0	0	0
Other toilet provisions (below minimum service level)	1 038	0	0	0	0	0	0
No toilet provisions	1 035	0	0	0	0	0	0
Below Minimum Service Level Sub-Total	**2 198**	**1 193**	**1 173**	**1 050**	**972**	**1 263**	**1 263**
Below Minimum Service Level Percentage	**5.14**	**2.49**	**0**	**1.88%**	**2.11%**	**2.49%**	**2.49%**
Total Number of Households	**42 747**	**40 325**	**52 374**	**55 825**	**59 276**	**61 351**	**61 351**
**Information based on 2020/21. Awaiting the finalisation of the Water Services Development Plan (WSDP)							

The table below indicates the capital expenditure for the Section: Sanitation Services at 30 June 2022.

Table 136: Capital expenditure as at 30 June 2021: Section: Sanitation Services

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Bulk Sewer Outfall: Jamestown	8 928	10 437	-16.90
Sewer pipe Replacement	2 275	2 468	-8.50
Stellenbosch WWTW	989	524	47
Upgrade of WWTW Wemmershoek	27 500	22 023	19.92
Upgrade of WWTW: Pniël and amp; Decommissioning of Franschhoek	31	31	-0
Only the 5 largest capital projects are listed			

The Section: Sanitation Services has spent 96%of the capital budget for the financial year.

The table below indicates all major projects implemented by the Department: Water and Wastewater Services.

Table 137: Number of employees in the Department: Water and Wastewater Services

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	0	1	100%
14 – 17	4	3	1	25%
9 – 13	37	35	2	5.4%
4 – 8	59	55	4	6.7%
3 – 0	115	111	4	3.47%
Total	**216**	**204**	**12**	**5.6%**

3.6 Major projects implemented

The table below indicates all major projects implemented for Department: Water and Wastewater Services.

Table 138: Major projects implemented

Project Name	Scope	Project Cost	Benefits, Impacts and Goals achieved	Other Comments
Water Conservation and Water Demand Management (Wc/Wdm) Initiatives				
Water Treatment Works Ida's Valley	Upgrading of the existing works to increase the current treatment capacity as well as to introduce colour removal.	R100M	Various upgrades and modifications to treatment works processes are to be made to increase treatment capacity.	The consultant stopped after the concept design due to funding being not available.
New Wemmershoek (Franschhoek Valley) WWTW	The New Nereda Wemmershoek WWTW is unable to reliably produce compliant Effluent and needs to be upgraded with tertiary treatment processes and increase treatment capacity.	R29M	Ensure allowance for future demand and economic growth and development of the greater Franschhoek and surrounding areas. Increase capacity from 3ML/day to 7ML/day in phases to eradicate Franschhoek WWTW challenges.	Construction of Phase 1 started in August 2021 and will reach completion in November 2022. Staff is constantly trained to mitigate operational issues.
Upgrade of Pniël WWTW	The upgrade of existing WWTW.	R164M	Capacity increased to 4.5Ml/day.	Activated sludge process with Belt press and new UV disinfection system. Completion is delayed to February 2023.
Polkadraai Reservoir and Pipeline	Construct 2 reservoirs and upgrade the pipeline.	R103M	Form part of the Blackheath Augmentation system to allow water transfer from CoCT to Stellenbosch and also the use of own source during winter for Polkadraai area.	Project design and SCM processes completed for the appointment of the Contractor. The contractor was appointed on 17 August 2022 for a 60-week construction period.

3.7 Electricity

Load shedding continues to be experienced due to Eskom's challenges with its power stations. As in the previous financial years, Stellenbosch Municipality continues to contribute to Eskom's electricity supply stability, mainly via the following projects:

a) The Demand-Side Management

The municipality continued with the Energy and Demand Management project, to replace energy-inefficient streetlight fittings with energy-efficient (LED) fittings.

b) Hot Water Load Control Project

The municipality has continued to install hot water load control devices in the Franschhoek area, which will enable the shedding of all geysers during peak times, hence realising an energy-saving at the end of the month. A total of 9 223 load control devices were installed across Stellenbosch and Franschhoek. In addition, all new developments are being issued with load control devices to help manage the energy demand.

c) Alternative Energy

The current regulatory reforms include amendments to the Electricity Regulation Act on new generation capacity to enable municipalities to pursue their generation options.

The Minister of Mineral Resources and Energy, on 16 October 2020, gazetted amendments to the Electricity Regulations on New Generation Capacity. The amendments now enable municipalities in good financial standing to develop their power generation projects themselves or in collaboration with Independent Power Producers (IPPs).

Stellenbosch Municipality is now exploring least-cost electricity pathways that are accessible to mitigate against load shedding amongst other aspirations.

The Municipality has also embarked on a Rooftop Solar Photovoltaic (PV) project where five municipal buildings were identified, and rooftop PV has been installed. The combined capacity of the five plants amounts to 710 kWp. There are other renewable energy projects planned to be implemented.

d) Electrification of Informal Settlements

Through the Integrated National Electrification Programme (INEP) grant received, the municipality managed to construct an electricity network in Enkanini to cater for 1 000 connections in 2020/21. In 2021/22 the Kayamandi Bulk Infrastructure Project was initiated to strengthen the bulk infrastructure to provide for the remaining backlogs in Enkanini. The contractor is on-site implementing the project. During the 2022/23 financial year, 1 300 connections are planned, and we are in the process of appointing consultants for this project.

In Langrug, planning is underway to upgrade the network to cater for additional connections. Planning includes arrangements that need to be made to enable the new infrastructure.

e) Pniël take-over

The municipality continued with network upgrading in the 2021/22 financial year.

Each financial year, the municipality prioritises projects identified from the network assessment report by starting / addressing the critical infrastructure first. An electrical contractor has been appointed to continue with the network upgrading in the 2022/23 financial year.

3.7.1 The Electricity Service Delivery Statistics

Stellenbosch Municipality has four intake points, as indicated in the table below.

Table 139: Stellenbosch Municipality notified demand per intake point

Major Towns	Notified Maximum Demand (NMD)	Maximum Demand Growth (NMD)	Maximum Demand Peak (NMD)
Stellenbosch	60 MVA	0	51.205 MVA
Franschhoek	10 MVA	0	9.43 MVA
Cloetesville	16 MVA	0	12.23 MVA
Pniël	9 MVA	0	6.91 MVA (Peak from July 2021 to May 2022)

3.7.2 Electricity Losses

The electricity losses as at 30 June 2021 were 9.60%.

The table below specifies the different electricity service delivery levels per household.

Table 140: Access to basic electricity

Description	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Household Prepaid							
***Energy:* (above minimum level)**							
Electricity (at least minimum service level) *(No. of conventional meters)*	6 486	6 486	6 453	4 715	4 601	4 429	4 326
Electricity - prepaid (minimum service level) *(No. of prepaid meters)*	17 504	17 504	25 946	27 825	28 366	29 279	31 076
Minimum Service Level and Above Sub-Total	23 990	23 990	32 399	32 540	32 967	33 708	35 402
Minimum Service Level and Above Percentage	79.67	86.7	80.08	85.51	86.04	86.86	87.78
***Energy:* (below minimum level)**							
Electricity (< minimum service level)	0	0	0	0	0	0	
Electricity - prepaid (< min. service level)	4 460	4 460	6 453	0	0	4 429	0
Other energy sources	N/A	N/A	N/A	N/A	N/A	N/A	
Below Minimum Service Level Sub-Total	4 460	4 460	6 453	0	0	4 429	0
Below Minimum Service Level Percentage	13.27	13.27	12.32	0	0	0	
Total Number of Households	**48 002**	**48 002**	**52 374**	**32 540**	**32 967**	**33 708**	**35 402**

The table below indicates the capital expenditure for the Department: Electricity Services at 30 June 2022.

Table 141: Capital expenditure as at 30 June 2021: Department: Electricity Services

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Alternative Energy	15 710	13 217	15.87
General Systems Improvements - Stellenbosch	6 774	6 698	1.12
Integrated National Electrification Programme (Enkanini)	27 401	17 741	35.26
Jan Marais Upgrade: Remove Existing and replace with 20MVA units	10 814	9 350	13.54
Kwarentyn Sub cables: 11kV 3 core 185mmsq PILC(Table19) copper cabling, 3.8km	7 541	8 842	-17.26
Only the 5 largest capital projects are listed			

The Department: Electricity Services has spent 80% of the capital budget for the financial year.

The table below indicates the total number of employees in the Department: Electricity Services.

Table 142: Total number of employees in the Department: Electricity Services

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	3	3	0	0
9 – 13	25	22	3	12%
4 – 8	40	38	2	5%
3 – 0	12	11	1	8.3%
Total	**81**	**75**	**6**	**7.4%**

3.8 Waste Management, Refuse Collections, Waste Disposal and Recycling

3.8.1 Waste Management

The Department: Waste Management's key responsibility is to keep the municipal area clean of waste, removal of illegal dumping, to provide a refuse collection and waste disposal service for all residents. The department also encourages waste minimisation through waste treatment, recovery and recycling solutions.

One of the highlights of the department was the hosting of various municipalities from the Eastern Cape to highlight good waste management practices which have resulted in real improvements in managing waste in the communities.

Some challenges within the department are the landfill has reached capacity and the design of a new landfill cell is complete. Thus, waste is currently being hauled and disposed of at a private landfill in Vissershok in Cape Town at an increased expense. The municipality is expecting approval of the Waste Management Licence Variation Application from the provincial Department of

Environmental Affairs and Development Planning.

Illegal dumping also poses a major challenge to the municipality's operations and budget.

3.8.2 Area Cleaning

The Section: Area Cleaning provides a service through a contractor, who is responsible for the cleaning of Stellenbosch CBD, and the use of EPWP personnel in other areas. Area cleaning is an essential service and all teams have worked throughout all the different lockdown levels. This section employed temporary workers from local communities that were sourced from the municipal unemployment database to perform cleaning services in the streets, open spaces and around waste removal skips.

Where the municipality faces huge volumes of illegal dumping, it uses its plant machinery (digger loader and tipper truck) to clean such areas.

The Section: Area Cleaning has recorded an increase in the illegal dumping of builder's rubble and green waste within specific areas.

The services rendered by the Section: Area Cleaning include but are not limited to street cleaning and emptying of litter bins.

Additional street bins were procured and delivered in February 2022. The specifications of these bins were amended to render a more robust bin with a small opening on top which makes it difficult for people to open the bin and remove items.

Figure 10: Executive Mayor at the unveiling of the new street bins





Figure 11: Example of the streets cleaning by the Section: Area Cleaning in Franschhoek



Before



After



EPWP Employment opportunities 2021/22 financial year

Staffing

Nine new operators were appointed in the Section: Area Cleaning in April 2022.

Table 143: EPWP employment opportunities

July 21	Aug 21	Sept 21	Oct 21	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	June 22
387	461	463	442	436	190	239	242	239	197	203	314

3.8.3 Refuse Collection

Refuse collection is rendered according to a weekly schedule for formal households, commercial properties and industries. The municipality supplies 240 wheelie bins to all service points but that excludes informal settlements where communal skips are provided and collected. This service is provided 7 days a week.

Wheelie 240 litre bins

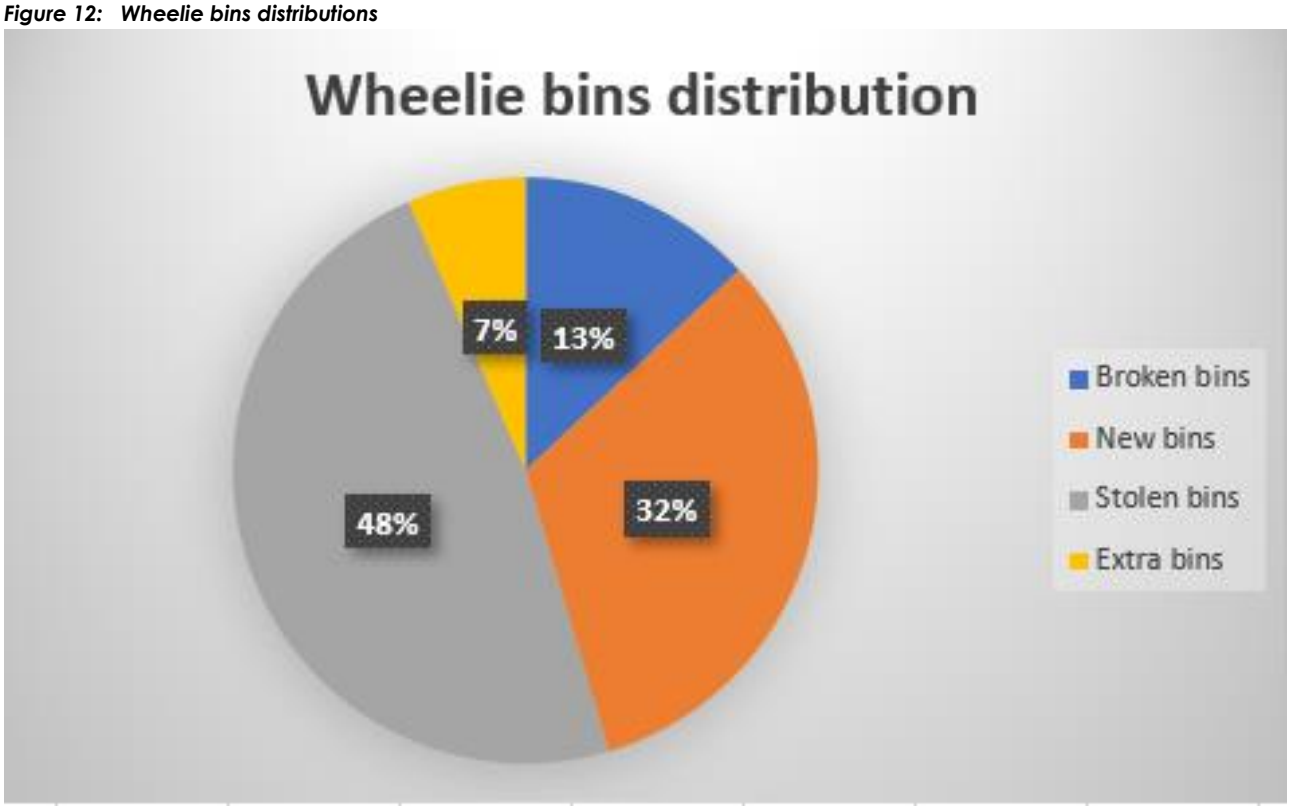
The following information is drawn from the available data regarding wheelie bin distribution in the 2021/22 financial year :

Table 144: Refuse bins distribution

Bins	Total
Broken bins	88
New bins	218
Stolen bins	324
Extra bins	44
Total	**674**

The financial loss for the year for stolen bins amounted to R236 844.

Figure 12: Wheelie bins distributions



3.8.4 Waste Disposal and Waste

The Stellenbosch Materials Recovery Facility (MRF) has been operational since 01 April 2021. Volumes of recyclable waste, collected using a door-to-door collection service, varied from 88,92 tons in the first month, to a peak of 167,51 tons in November 2021. The monthly average is 116,53 tons.

The facility also features a public drop-off area, which allows residents to dispose of garbage and recyclable waste responsibly.

Figure 13: Inside of the MRF during operations



Figure 14: Bins in Public Drop-Off area



Green Waste is being chipped on-site at the Stellenbosch Landfill Site by an appointed contractor. Green waste is accepted at the Landfill Site, Franschhoek Drop Off, and now also at the Klapmuts Transfer Station. Green Waste from the respective sites is all transported to the Landfill Site where it is chipped. Annual volumes of green waste received is 5 961 Tons, with 4 179 Tons chipped and beneficiated.

Figure 15: Area allocated for chipping of Green Waste on Stellenbosch Landfill Site



a) Door-to-door recycling collection

This service is outsourced and is effectively rendered by the same contractor that manages and operates the MRF. The total volume collected for the financial year was 1083,15 Tons.

Figure 16: Stellenbosch Landfill Site



b) Disposal: Stellenbosch Landfill

The Stellenbosch Landfill situated on Devon Valley Road is in the care and maintenance phase and receives limited waste. Cell three has filled up since August 2019. Work is currently underway to license a new cell at the site.

Based on the most recent survey, the landfill is nearly overfilled but could be partly corrected by shaping the site to the final design levels and slopes.

Due to the lack of landfill airspace in Stellenbosch, the transfer of all general waste to the private landfill situated in the City of Cape Town area at the Vissershok Waste Management Facility (VHWMF) commenced in August 2019 and is still ongoing.

All waste received at the Stellenbosch Landfill Site, other than heavy bulky waste is transferred from the Klapmuts Transfer Station to VHWMF for disposal. Volumes of waste accepted at the site as indicated in the table below.

The extract below shows the Landfill statistics for waste in tons for the 2021/22 financial year.

Figure 17: Stellenbosch Landfill Site tonnages of waste

Landfill statistics for incoming waste in Tons													
Waste Description:	**Jul-21**	**Aug-21**	**Sep-21**	**Oct-21**	**Nov-21**	**Dec-21**	**Jan-22**	**Feb-22**	**Mar-22**	**Apr-22**	**May-22**	**Jun-22**	**TOTAL**
Area Cleaning	42	152	218	80	60	699	27	192	543	412	187	76	2688
Municipal mixed Waste	13	6	89	6	9	51	5	5	4	4	1	0	194
Municipal waste	100	14	6	16	14	380	180	112	51	28	91	40	1031
Municipal Mixed Soil	14	130	1	7	5	57	44	54	74	47	5	349	787
Industrial waste	61	47	64	68	85	75	77	74	62	51	54	52	770
Construction and Demolition waste	1474	1004	1735	1741	1563	1135	1231	1419	1408	1457	1915	1584	17667
Soil Clean Cover	333	412	416	249	208	352	103	75	36	251	60	160	2656
Berm Soil	0	9	0	0	0	0	0	0	0	0	0	0	9
Clean Cover to Road	0	0	17	5	0	0	0	0	4	19	0	0	44
Rocks to Stockpile	0	0	8	0	0	0	0	0	0	0	0	0	8
01 Garden Waste	448	479	368	456	443	310	317	607	686	492	506	348	5460
Municipal Garden Waste		3	31	176	60	25	19	24	47	31	57	29	501
TOTAL	2485	2254	2955	2803	2447	3085	2002	2562	2916	2792	2875	2638	31814
Volumes OUT:													
Bricks	32	43	40	44	33	21	28	32	47	47	48	26	441
Crushed Material	0	6	60	0	411	584	244	3444	1462	631	1458	5137	13437
Compost	544	561	233	201	507	624	0	0	755	233	185	338	4179
TOTAL	576	609	333	245	951	1229	272	3477	2263	911	1692	5501	18058

The table above refers only to incoming waste which was captured over the weighbridge as incoming loads and the waste removed, or beneficiated, for the 2021/22 financial year.

Only municipal waste is landfilled, and all other waste types are either beneficiated, stockpiled or used in another way on-site, e.g., soil as cover material and builders' rubble for the building of a road on site.

Figure 18: Crushing of builder's rubble done on site



Crushing is also being done, as part of the tender awarded to the current contractor who operates and manages the landfill site. A total volume of 13 437 Tons of crushed material was removed off-site for beneficiation.

Gas monitoring has been identified as a need
A total of 13 gas monitoring wells have been installed.

The installations of these wells formed part of the service rendered by an appointed contractor who is also tasked to conduct gas monitoring activities as per legislative requirements, and this is being conducted.

Water monitoring is also being done on this site as part of the service rendered at the Landfill, MRF and Klapmuts Transfer Station by an appointed service provider. After the most recent sampling, the groundwater quality was stable and has only experienced gentle, natural fluctuations in parameters.

c) Klapmuts Transfer Station

The Klapmuts Refuse Transfer Station (RTS) has a design capacity of 150 tons per day transfer capacity. Since August 2019 the Klapmuts RTS has been utilised at near capacity to transfer waste to VHWMF. Waste from all areas is transported in collection vehicles to the site and is transferred into open-top 30m^3 bins for onward transport using three containers at a time, via bulk transport to VHWMF by an appointed contractor that renders this service.

The filling of bins is undertaken using two TLB machines, and a hook lift truck replaces the filled bins in the bays with empty bins. Filled bins are then placed in a designated area, pending removal by the appointed contractor.

The transfer of waste to and through Klapmuts RTS commenced in August 2019 and for the period from 01 July 2021 to 30 June 2022 a total of 38 878 tons of general waste was transferred.

d) Franschhoek drop off

The Franschhoek Drop-off facility continued to provide a free service to the residents of Franschhoek and its surroundings to dispose of garden waste and bulky goods. A contractor is appointed to transport garden waste to Stellenbosch Landfill and bulky waste to Vissershok Private Landfill. A contractor was appointed to explore the possibility of converting and re-designing the existing drop-off into a mini MRF and creating another drop-off where the builder's rubble and green waste can be chipped.

e) Relocation of Eskom Power Lines

The Stellenbosch landfill situated on Devon Valley Road is traversed by two high-voltage Eskom power lines. The presence of these power lines prevents the municipality from engineering and operating the area located between cells 1, 2 and 3 as waste disposal cells. This has resulted in the premature filling up of the facility which was put into care and maintenance mode with limited waste acceptance since August 2019.

This project is still ongoing and final agreements with Eskom have been signed for construction to commence.

f) Development of additional waste disposal cells project

The Stellenbosch landfill reached capacity in August 2019. All Stellenbosch waste is now being transferred to the private Vissershok Landfill. This represents a huge additional expense for the municipality. Thus, the project to design and construct the new cells is a high-priority project.

The municipality has appointed consulting engineers for the design, contract administration and construction supervision of the project. The Landfill Design Report was completed and submitted to the Department of Water and Sanitation and the Department of Environmental Affairs and Development Planning for approval. Once the designs are approved, construction can commence.

g) Projects continued in the 2021/22 financial year but initiated in the previous financial year(s):

i. Landfill gas extraction, flaring and electricity generation

Several investigations into the use of the landfill for harvesting and beneficial utilisation of landfill gas have been undertaken. The most recent study document in a report recommended that an active landfill gas extraction and the flaring system could still be considered for the Stellenbosch Landfill, mainly to reduce anthropogenic emissions from the landfill site. Should a full-scale project of this nature be implemented, revenue to support the project could be derived from prevailing emission reduction markets, and factual operational data would provide further evidence upon which to accurately evaluate the potential for a power generation project component.

The municipality has appointed a service provider to investigate and design a landfill gas extraction and management infrastructure. The investigation will also determine if electricity generation will be feasible.

h) Compliance

i. Internal audits

For disposal facilities (landfills and transfer stations) to be operated in compliance with the relevant legislation, all landfills must be licenced and managed according to the conditions in the licence. Internal audits form part of these legal requirements. Audits were conducted quarterly in the months of September, December, March, and June by Head Office waste management staff. Audits were conducted at the Landfill Site, Klapmuts Transfer Station and the MRF.

ii. External audits

Management practices at all sites must also be compliant with the Norms and Standards in terms of the National Environmental Management Waste Act (NEMWA) as well as with certain sections of Minimum Requirements for Waste Disposal by Landfill (DWAF, 1998), and other relevant regulations.

To be able to assess whether waste management practices are according to all stated conditions, landfill owners must, regularly (at least once per annum), obtain the services of an external auditor to undertake an independent landfill compliance audit.

To ensure compliance, external audits have been undertaken by an independent specialist consultant at the Stellenbosch Landfill and the Klapmuts Transfer Station, in terms of the waste management licence conditions. Six months later a review of the audit finding to ascertain improvements has been carried out. The independent auditor reported back to the municipality as well as to the Monitoring Committee.

iii. Monitoring Committee

All landfills are established and operated in terms of a waste management license (WML) issued by either the national or Provincial Department of Environmental Affairs. In terms of the WML, landfills are required to establish a Monitoring Committee. The objective of the Monitoring Committee is to provide a forum to enable the community to effectively participate in and monitor the operation, rehabilitation, closure and ongoing monitoring of a landfill.

The Stellenbosch Landfill has an active monitoring committee which is chaired by a representative of the community and minutes are prepared by the municipality. Monitoring Committee meetings are attended by DEA&DP officials as well as officials of various municipal departments as and when required. The independent external auditor also attends the meeting as and when required to

report on the findings of the annual external as well as the review audit. Meetings were held in September and December 2021 and in March and June 2022.

i) Waste Managers Officers Forum

The Waste Management Officer (WMO) for the Stellenbosch Municipality is the Senior Manager: Waste Management. Quarterly meetings of the Provincial Waste Managers Officers forum take place at various venues across the Province. The WMO attends the meeting and reports back on activities within the municipality – this also provides a forum to receive information from Provincial officials and for networking with WMOs from other municipalities within the province.

These forums are also held on a district level where municipal representatives from the Cape Winelands represent the waste-related matter within the district.

j) Social Engagement and Environmental clean-ups

The Department of Environment, Forestry and Fisheries (DEFF) provided the municipality with a Youth Environmental Coordinator (YCOP) to assist with social engagement and awareness. Unfortunately, during the financial year, this YCOP's contract expired, and no further social engagement and awareness activities were undertaken. The municipality will in future explore the possibility of filling a position within the department to undertake these social engagement and awareness activities, budget permitting.

The table below specifies the different waste management service delivery levels per household:

Table 145: Service delivery levels of waste management

Description	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Household							
Refuse Removal: (Minimum level)							
Removed at least once a week	40 264	37 207	49 072	48 988	37 926	49 300	49 649
Minimum Service Level and Above Sub-Total	40 264	37 207	49 072	52 374	37 926	49 300	49 649
Minimum Service Level and Above Percentage	90.2	78.7	93.7	93.5	100%	100%	100%
Refuse Removal: (Below minimum level)							
Removed less frequently than once a week	1 064	1 064	1 064	1 064	1 064	N/A	N/A
Using a communal refuse collection	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Using own refuse dump	2 058	5 358	6 453	2 323	N/A	N/A	N/A
Other rubbish disposals	766	766	N/A	N/A	N/A	N/A	N/A
No rubbish disposal	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Below Minimum Service Level Sub-Total	3 888	7 188	7 517	3 387	N/A	N/A	N/A
Below Minimum Service Level Percentage	8.81	8.80	11.66	6.5	N/A	N/A	N/A
Total Number of Households	**44 152**	**44 493**	**52 374**	**52 375**	**38 990**	**49 300**	**49649**

The table below indicates the capital expenditure for Department: Waste Management Services as at 30 June 2022.

Table 146: Capital expenditure as at 30 June 2021: Department: Waste Management Services

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Expansion of the landfill site (New cells) N/A	2 275	2 275	0.00
Landfill Gas to Energy	1 937	1 302	32.79
Street Refuse Bins	688	427	38.00
Transfer Station: Stellenbosch Planning and Design	961	932	3.02
Upgrade Refuse disposal site (Existing Cell)- Rehab	769	769	0.00
Only the 5 largest capital projects are listed			

The Department: Waste Management Services has spent 87% of the capital budget for the financial year.

The table below indicates the total number of employees in the Department: Waste Management Services.

Table 147: Total number of employees in the Department: Waste Management Services

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 1 7	2	2	0	0
9 – 13	5	3	2	40%
4 – 8	19	19	0	0
3 – 0	42	39	3	7.14%
Total	**69**	**64**	**5**	**7.2**

3.9 Integrated Human Settlements

3.9.1 Housing Development

The municipality has an important responsibility to plan for Integrated Human Settlements by ensuring that all its citizens reside in developable, formalised, safe and sustainable human settlements. This is accomplished by providing dignified living through National and Provincial funding within closer proximity to employment opportunities thereby improving the quality of life of all citizens.

The Section: Housing Development managed a capital expenditure budget of R8 140 068 from the allocated amount of R40 349 000 by the Department: Human Settlements.

Communication from the PDoHS on 27 January 2022 indicated the adjusted targets and funding allocation of the approved 2021/22 Human Settlement Development Grant (HSDG) and Informal Settlements Upgrade Partnership (ISUP) Grant Business Plans.

The list of projects, targets and budget for the Stellenbosch Municipality for the 2021/22 financial year are stipulated in the below tables as extracted from the said letter.

3.9.1.1 Human Settlement Development Grant (HSDG)

Table 148: Human Settlement Development Grant (HSDG)

Stellenbosch Municipality	2021/22 Planned		
	Sites	Units	Funding R'000
Kayamandi Watergang Northern Extension (2000)	0	0	5 900
Stellenbosch Ida's Valley (166) FLISP	166	0	14 556
Stellenbosch Ida's Valley (204)			4 654
Vlottenburg Longlands (106 incr to 144) IRDP	0	106	14 040
Stellenbosch Jamestown Phase 2 (133) IRDP	0		1 199
TOTAL	**166**	**106**	**40 349**

3.9.1.2 Informal Settlements Upgrade Partnership (ISUPG)

Table 149: Informal Settlements Upgrade Partnership (ISUPG)

Stellenbosch Municipality	2021/22 Planned		
	Sites	Units	Funding R'000
Kayamandi Watergang Basic Services	0	0	6 500
ISSP Kayamandi Town Centre (1 000) UISP	0	0	3 500
ISSP Kayamandi Zone O (711) UISP	78	0	5 850
ISSP Kayamandi Enkanini NGO	0	0	2 954
Franschhoek Mooiwater Dam Rehab and Basic Services	0	0	2 500
TOTAL	**78**	**0**	**21 304**

3.9.2 Housing multi-year projects

The Section: Housing Development whose main function is to plan for future housing developments, by the Housing Pipeline is currently focusing on the following multi-year projects:

3.9.2.1 Erven 412, 217 and 284 Groendal, Franschhoek

The Section: Housing Development together with the Section: Property Management undertook a process to formulate a Call for Proposals in line with the approved Council agenda item.

A service provider was appointed to draft different site development options for the Council to consider for approval, where after the procurement process will continue.

Figure 19: Aerial image



An agenda item has been drafted and circulated to the relevant departments for input / comments. Additional input on the layout was received from the Department: Roads, Transport, Stormwater and Traffic Engineering Services, therefore the item was submitted to MayCo in May 2022. The item was removed to allow for further inputs from the affected Ward Councillors and Ward Committees.

A meeting was held with the Deputy Executive Mayor, Councillor Petersen, Councillor Pheiffer and relevant officials from the Section: Housing Development on 2 June 2022 to discuss the different layout options. The Ward Councillors will liaise with the Ward Committee and will provide feedback by 31 August 2022.

3.9.2.2 Farms 81/2 and 81/9, Stellenbosch

In terms of the implementation of Social Housing Programmes, the Stellenbosch Municipality has identified Portions 2 and 9 of Farm No 81 Stellenbosch. This site is located between the Cloetesville and Kayamandi settlements.

Its boundary is framed by the R304 to the west and the railway line to the east. The Plankenburg River traverses the site along the eastern boundary. The southern boundary of the property includes portions of the Kayamandi Tourism Centre, as well as a bridge over the railway line. The northern boundary is framed by the Mount Simon residential development.

The Section: Housing Development liaised with the PDoHS, Social Housing Regulation Authority (SHRA) and National Association of Social Housing Organisations (NASHO) to obtain inputs in the finalisation of the specifications and criteria for a Call for Proposal.

Service providers have been appointed during the 2020/21 financial year to undertake a geotechnical investigation, flood line study and a traffic impact assessment on the site.

In terms of the flood line study, it is evident from the 1:100-year flood line that most of the land on the west side of the Plankenburg river is above the flood level and would be suitable for residential development.

The Traffic Impact Assessment (TIA) report concludes in support of a proposed Residential Development (3 – 4 storeys walk-up flats) on Erven 81/2 and 81/9, Stellenbosch.

The user department is currently drafting a Request for Proposal (RFP) to invite delivery agents that can access SHRA Capital grants (SHIs and ODAs), to submit a Concept Proposal to develop Social Housing on Farm 81/2 and Farm 81/9, Stellenbosch.

Meetings were held with the Section: of Land Use Planning and Engineering to discuss the incentives in terms of parking requirements and Development Cost (DC) reductions. Both departments are positive with the input provided.

Several engagements were held with the officials of the City of Cape Town and NASHO during November 2021 on how to assist the Stellenbosch Municipality given the challenge the administration is currently facing under normal procurement processes, services and goods based on a 90/10 or 80/20 process.

The tender has been advertised in June 2022 and the closing date is 4 July 2022. On request from the bidders (during the compulsory clarification meeting which was held on 15 June 2022) due to the short period to submit their bids, Bid Specification Committee approved an extension of the closing date to 8 August 2022.

3.9.2.3 Erf 7001, Cloetesville

Figure 20: ***Aerial image of Erf 7001, Cloetesville***



The goal of this development is the delivery of medium to upper (GAP) housing market and not aimed at BNG housing units (free houses). There is an urgent need for the property to be developed to create an integrated urban development (Cloetesville), providing housing.

Stellenbosch Municipality is essentially making the land available (via the ATR processes) to a developer to develop housing opportunities in the GAP market.

This is in line with feasibility studies that have been conducted for the GAP housing market in Stellenbosch. The proposal is also in line with the Stellenbosch IDP and *m*SDF which designates this property for future GAP housing purposes.

The town planning and design principles are to incorporate aspects of integration, designing for community safety, accessibility, and dignified spaces.

The site is sloped and constraints numerous pine trees. The site contains a water retention / water tower facility and buffers associated with this facility will need to be investigated. Water supply lines will also need to be determined.

A new tender was advertised and closed on 26 July 2021 to appoint a service provider to undertake a Broad Conceptual Urban Design framework for Erf 7001, Cloetesville to obtain town planning and development rights.

The technical evaluations of bids have been concluded. The technical evaluation report served at Bid Adjudication Committee and was approved on 21 October 2021 pending the finalisation of project funding for the MTREF period.

The PDoHS approved the funding for the outer years after the Business Plan has been Gazetted in March 2022. Therefore, the user department could only appoint a service provider in May 2022 and the Service Level Agreement is in process to be concluded.

3.9.2.4 Farm 527, Jamestown (Phases 2, 3 and 4)

The subject property is located on the southern edge of the suburb of Jamestown, east of the R44 between Stellenbosch and Somerset West. It is flanked by an existing cemetery on its western boundary and a sports field located centrally on its northern edge.

Figure 21: Location plan of Farm 527, Jamestown



The site falls within an area characterised by medium to high-density residential as well as non-residential uses that serve the local community of Jamestown.

Portion 4 of Farm 527 has been rezoned for residential purposes allowing for a mix of residential types. Phase 1 of the development consisting of 162 subsidised housing opportunities was completed in November 2016.

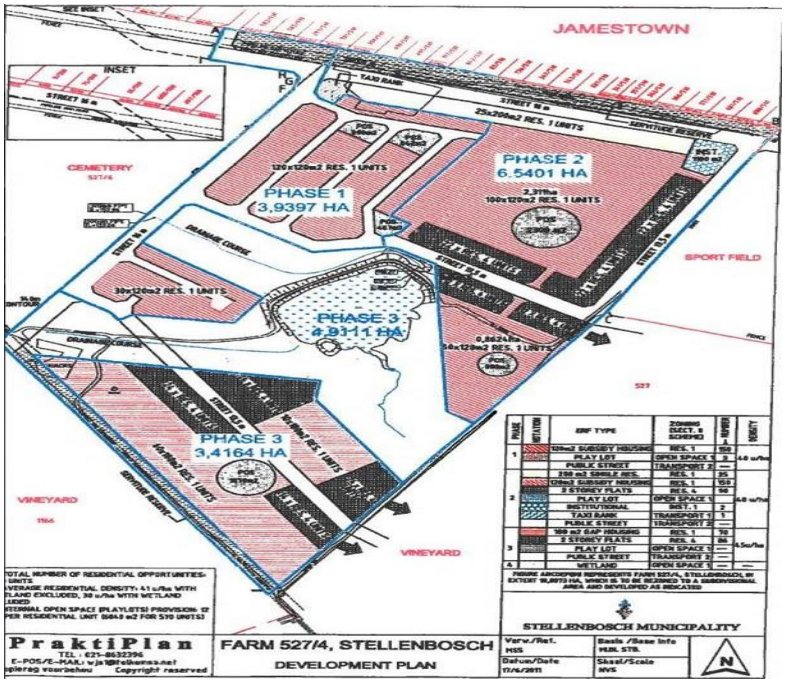
It is therefore proposed that Phases 2 and 3 of Portion 7 of Farm 527 (site and service, 2-storey walk-ups, GAP housing, high-income housing and public open space) be made available simultaneously for development in the short to medium term.

The municipality went out on a procurement process seeking the services of a multidisciplinary team of professionals to undertake a Broad Conceptual Urban Design framework and to obtain town planning and development rights.

The process and timeframe for Phases 2 and 3 will be concluded over a period of two (2) years.

The PDoHS approved the funding for the outer years after the Business Plan has been Gazetted in March 2022. Therefore, the user department could only appoint a service provider during June 2022 and the Service Level Agreement is in the process to be concluded.

Figure 22: Proposed development opportunities



3.9.2.5 Kayamandi Town Centre

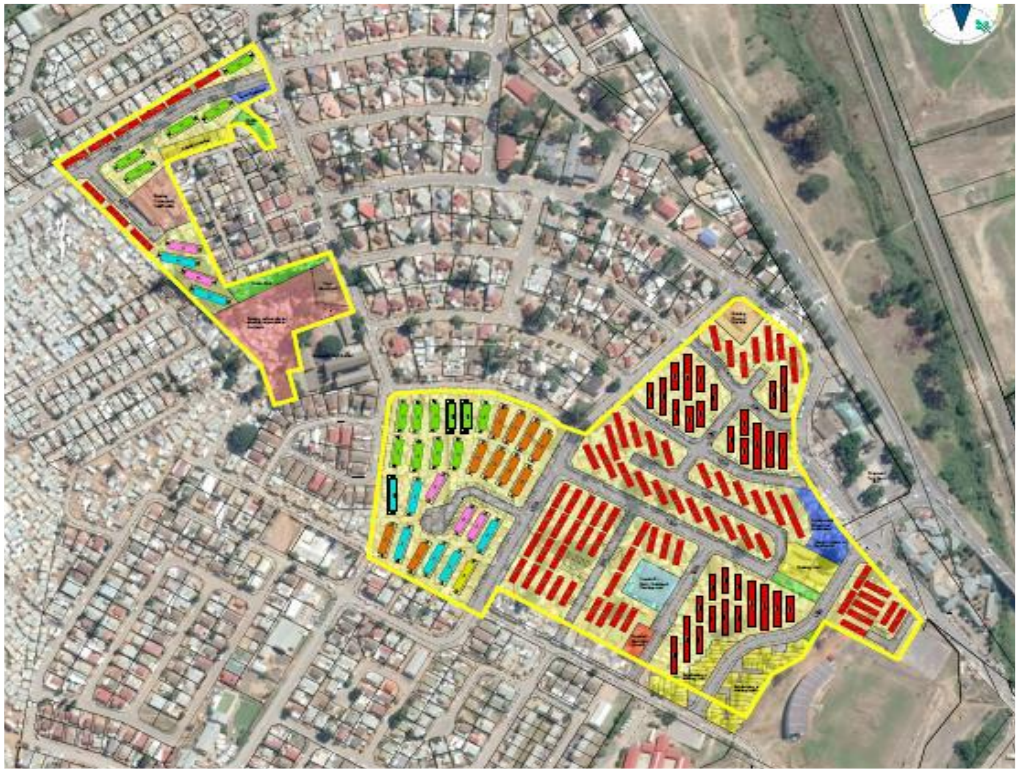
A service provider with the necessary multi-disciplinary team of professional consultants was appointed to conduct a feasibility study to assess the redevelopment of the town centre of Kayamandi to provide a holistic development picture of Kayamandi. The latter resulted in a framework for possible future development opportunities in Kayamandi and its environs.

The proposed typology mix is such that it will enhance the beauty and character of the Kayamandi Town Centre in that it will provide a mix of typologies to accommodate the old and the young. The proposal for walk-up units is also to provide maximum densification within the available limited space.

The proposed town planning layout consists of ±1 800 housing opportunities (2 to 3-storey BNG walk-ups). The development parameters will include a mix of housing typologies, business units and community facilities. This design methodology was utilised to suit the demand and the needs of the affected community.

The community must agree upon a relocation strategy to effectively address the challenges facing Kayamandi Town Centre.

Figure 23: Parameters of the project



The aim would be to unpack the developmental opportunities of Kayamandi and recommend a relocation strategy for the families moving to the temporary units / site that has been earmarked for this process (Northern Extension).

Conceptual urban design proposals were presented and submitted by the service provider in November 2021 to Section: Spatial Planning for inputs.

A new Urban Design concept has been proposed to deal with the multi-storey upgrading (3-storey walk-up units) of the Kayamandi Town Centre. This new Urban Design concept has been presented on 23 May 2022 to the Deputy Mayor and Director: Planning and Economic Developments for comments and inputs.

The planning application process is anticipated to be completed during the 2022/23 financial year.

3.9.2.6 Northern Extension, Stellenbosch

The Northern Extension of Stellenbosch is situated north of Kayamandi, adjacent to Cloetesville and the Welgevonden Estate. The sites are located on the western side of the R304 (the main arterial from the North) to Stellenbosch.

A service provider was appointed by Stellenbosch Municipality to appoint the necessary multidisciplinary team of professional consultants to conduct a due diligence assessment to assess whether it is suitable for the expansion of a mixed-use development to the north of the town.

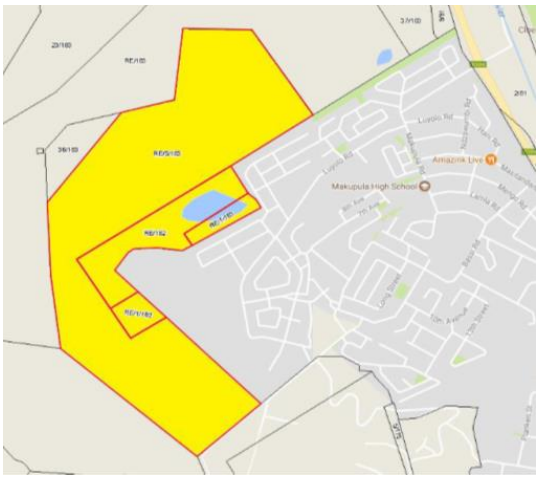
The specific site has been earmarked by the Stellenbosch Municipality for the northward extension of the urban area of Stellenbosch. The intention is to provide a multiple-use development that could yield ±5 000 – 6 000 residential opportunities to address the housing need experienced in Cloetesville, Ida's Valley and Kayamandi.

It should be noted that a portion of the development of the northern extension has been identified as a possible relocation area for the redevelopment of the Kayamandi Town Centre and other related projects.

All specialist studies have been completed. The draft Market Analyst study that was undertaken by DEA&DP was concluded in May 2022 and will be incorporated in the drafting of the conceptual design layouts. The different conceptual design layout options were workshopped with various internal departments during June 2022.

It is envisaged that the development rights could be obtained during the 2022/23 financial year.

Figure 24: Location of the proposed development of the Northern Extension



3.9.2.7 Erf 64, Kylemore

The identified property is 15.5ha in extent of which the municipality requires ±8ha for residential purposes.

Various meetings were held with the National Department of Public Work and Infrastructure (NDoPW&I) and it was indicated that the Directorate: Investment Analysis will conduct a feasibility study as part of the relevant business process of the Department of Public Works and Infrastructure (DoPW&I). Upon completion of the feasibility study, the relevant report and recommendations have been submitted to the Directorate: Disposals (Land Reform and Human Settlements) to inform their submission for Ministerial approval.

The feasibility study was completed during the 2019/20 financial year and is awaiting the transfer of Erf 64, Kylemore to the municipality.

It should be noted that pre-feasibility studies were conducted more than 10 years ago and need to be reviewed and amended where necessary.

The HDA has been appointed to assist with the transfer of land from the National Department of Public Works (NDPW) to the Stellenbosch Municipality and to further attend to the required applications to obtain land use rights, the registration of diagrams / general plans with the Surveyor General and the relevant applications to the PDoHS.

A project programme to outline the deliverables and timeframes for the transfer and application for planning applications was provided by the HDA.

Figure 25: Site layout of Erf 64, Kylemore



The summary of the progress achieved to date:

i. The HDA went out on a procurement process to appoint a team of professionals to finalise detailed planning studies for the preferred development option and to obtain development rights;
ii. The HDA is to submit a Project Initiation Document (PID) funding application to the municipality; and
iii. The PID funding application is with PDoHS for comments, the PID funding application will be finalised and submitted in August 2022.

3.9.2.8 Langrug, Franschhoek

Various projects and interventions have been identified for planning and eventual implementation to upgrade Langrug incrementally and improve the delivery of basic services.

Hereunder is a summary of the medium to long-term projects:

- The construction of phase 2 emergency access road and the installation of underground services;
- Re-blocking of sections to improve access and basic services;
- Upgrading of the bus route;
- Relocation and subsequent rehabilitation of the dam area;
- To commence with the re-blocking of Langrug, a decanting site on Erf 3229, Mooiwater, Franschhoek is being developed (basic services), the process of which is currently underway; and
- Cancellation of the existing General Plan and consolidation to create one land unit.

3.9.2.9 Erf 3229, Mooiwater, Franschhoek

Erf 3229 at Mooiwater has been identified as a relocation site to accommodate families impacted by the rehabilitation of the dam wall at Langrug informal settlement. The subject property is currently vacant and is being used for illegal dumping.

A professional team was appointed to undertake planning, studies, investigations, and assessments to establish a temporary relocation site on the property. Specialist studies and investigations that were undertaken include:

- Environmental Screen;
- Geotechnical Investigations;
- Assessment of Land Contamination;
- Geohydrological and Assessment of Gases and Leachate; and
- Freshwater assessments and determination of 1:100-year flood line.

The above-mentioned studies were utilised to provide input into the final proposals for the development of the property, in terms of the proposed layout plan and civil services. The statutory approvals mentioned hereunder have been obtained for the proposed development:

- Environmental Authorisation;
- Land use approval; and
- Approval of civil designs.

A tender to appoint a contractor for site works and construction of bulk earthworks was advertised by the Department: Project Management Unit (PMU). The municipality received various bids which were evaluated, and a technical report was submitted to SCM. The Section: PMU finalised the appointment of a contractor. The contractor is expected to establish on-site in August 2022 to commence with site works.

The Section: PMU is finalising funding applications for emergency housing, which will be submitted to the National Department of Human Settlement (NDoHS) for consideration. Furthermore, the Department: PMU is compiling funding applications for the implementation of basic services, which will be submitted to the PDoHS for consideration.

3.9.2.10 La Motte, Franschhoek

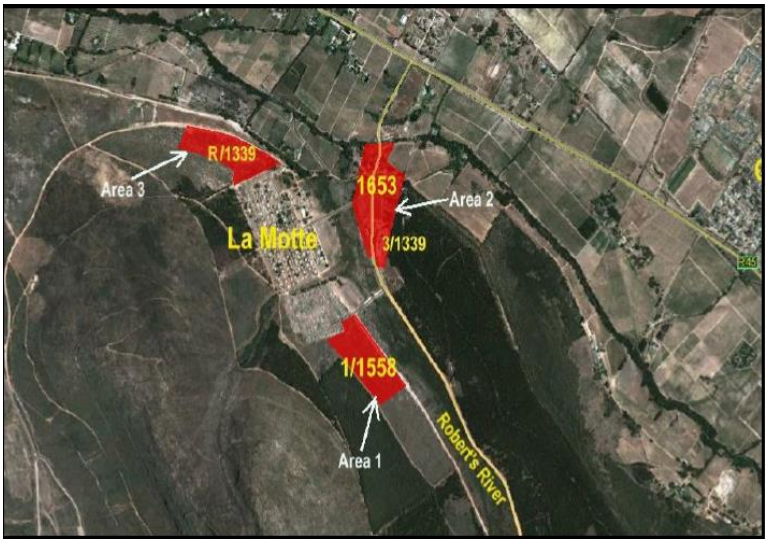
La Motte is a former Bosbou Hamlet situated approximately 3.5 km northwest of Franschhoek town, on the Robertsvallei Road, close to where it intersects the R45. Originally built to house forestry workers, the village is made up of the original dwellings and a range of community facilities. During the construction phase of the Berg River Water Scheme, new houses were built adjacent to the existing settlement to temporarily house the construction workers; these houses have been transferred to identified beneficiaries.

The Stellenbosch Municipality and the community of Franschhoek have been proactive in addressing the need for affordable and subsidised housing and several initiatives have successfully been implemented.

Through a tender process, a service provider was appointed, and a feasibility study has been concluded.

The Department of Public Works and Infrastructure, as custodians of the relevant portions of land, has been engaged to start the necessary procedures that would lead to the transfer of the subject properties into the name of Stellenbosch Municipality, for housing purposes.

Figure 26: Identified portions of land



The municipality is currently awaiting feedback from the National Department of Public Works. The HDA has been appointed via an Implementation Protocol agreement to assist with the transfer of land from the National Department of Public Works (NDPW) to the Stellenbosch Municipality and to further attend to the required applications to obtain land use rights, the registration of diagrams / general plans with the Surveyor General and the relevant applications to the PDoHS.

The HDA submitted a new request for the State Land Release for the subject property by DPW&I to HDA through Power of Attorney. The target timeframe the for release of the land is the end of the 2022/23 financial year.

The HDA to submit a Project Feasibility Report (PFR) requesting funding for land use rights for the project on the release of the property has been completed and is ready for submission to PDoHS to allow funding flow for the 2023/24 financial year.

3.9.2.11 Meerlust, Franschhoek

Portion 1 of the Farm Meerlust No 1006, in the Franschhoek Valley known as Meerlust has been identified for residential purposes. Ownership of the property currently vests with the National Department of Public Works (NDPW). The site is located on the southern edge of the R45 close to the intersection of the R45 and the R310 and lies between Werda in the northwest and Allee Bleue, Lekkerwyn and the Pickstones to the east.

A portion of this land currently accommodates the Meerlust Forestry Village (home to around 34 households) and the upgrade / redevelopment of this village is an integral part of this Call for Proposals. Portion 1 of the Farm Meerlust No 1006 included in this Proposed Development Concept is zoned Agriculture and application therefore still needs to be made to obtain development rights for urban / residential development. The development of this area is therefore only possible in the medium to long term as also indicated in the Stellenbosch Municipality Housing Pipeline (Annual Review 2017 – 2020). It will therefore be required of the prospective developer to do the necessary

detailed feasibility studies (in addition to those already completed) and obtain the relevant planning and other approvals to enable township establishment for the proposed development.

The municipality has appointed the HDA via an Implementation Protocol Agreement (IPA) to assist with formulating a sustainable development solution for the Meerlust Project, considering the needs of the community while considering the long-term financial sustainability of the municipality. The role of NDoPW&I is also critical, especially in understanding what is permissible within their mandate. Above anything else, the task of HDA is to mainly provide technical guidance for the best possible development option, and mediate engagements with all stakeholders who have different and sometimes conflicting interests.

The Department of Public Works and Infrastructure (DoPW&I), as custodians of the relevant portions of land, has been engaged to commence with the necessary procedures that would lead to the transfer of the subject properties into the name of Stellenbosch Municipality, for housing development purposes.

The summary of the progress achieved to date:

- Development options have been completed and are ready for presentation to the Stellenbosch Municipality;
- Detailed costing to be undertaken for the preferred development option;
- The HDA is assisting the municipality to facilitate the release of land by DPW&I to HDA through Power of Attorney; and
- The HDA is to request funding for land use rights for the project once the release of the property has been completed and is ready for submission to PDHS.

3.9.2.12 Erf 2183, La Rochelle, Klapmuts

Erf 2183, Klapmuts is located along Gomas Street, Klapmuts, approximately 1.5km off the R310 that links Stellenbosch to the N1. The site is located on the south-eastern edge of the town of Klapmuts and is bordered by vacant land to its southern and eastern boundaries, with a proposed new housing development on the western and northern boundaries towards Mandela City, Klapmuts. To provide for the dire housing need in the Klapmuts area, especially for current backyarders, this property was identified as a possible option for a "site-and-service" housing project.

A tender has been advertised and a service provider has been appointed to undertake a subdivision application and registration of the diagrams in the Surveyor General's Office for Erf 2183, La Rochelle, Klapmuts.

Figure 27: Aerial image of the site



The service provider drafted conceptual sub-divisional layouts and obtain comments / inputs from Directorate Infrastructure Services. The service provider had a pre-consultation meeting with the Section: Land Use Planning in March 2022. The Section: Land Use Planning requested the service provider, according to the Street Naming Policy, that three street names be submitted with the layout plans to advertise the application.

3.9.2.13 Five housing projects in Kayamandi, Stellenbosch

From the period 1984 to 2015 the planning approval processes for the re-development of the old Kayamandi township area and the 18.5 ha extension area vested with the Provincial Government Western Cape: Department Community Services and the Department of Land Affairs. The planning approval function was later done by the Department of Housing, Local Government and Planning: Provincial Government Western Cape. Aspects about land development and the establishment of development boards were done in terms of the Black Communities Development Act, 1984 (Act 4 of 1984) and the Less Township Establishment Act, 1991 (Act 113 of 1991).

The said provisions applied to the following projects:

a) Project 4 A (Erven 1080 to 1112, Kayamandi) (Ward 12)

The 146 units were developed as rental stock units. The relevant statutory approvals (consolidation of land units) are required to enable the registration of the sectional title scheme on the consolidated properties.

A service provider is appointed to entail the amendment of the approved General Plan.

Figure 28: Locality map of Project 4A



b) Project 4 B (Red Bricks Hostels - Erven 112, 114, 115, 116) (Ward13)

The project formed part of the hostel upgrading programme for Kayamandi and was implemented and constructed in 2004. It comprised the consolidation of erven 112, 114, 115 and 116 as registered in terms of the General Plan.
The project entails the rezoning and subdivision of the property into 51 units and 5 public open spaces.

Figure 29: Locality map of Project 4B



c) Project 5 A (175 Units - Erven 1123 – 1154) (Ward 15)

The project entailed the consolidation of Erven 1123 and 1152 as well as Erven 1113 and 1122 as registered in terms of the General Plan. The said erven formed part of the 18,5-ha development area that comprised Erven 707 and 1071 as approved in terms of Act 4 of 1984.

The project entails the subdivision of the property into 175 higher-density units and public open spaces.

Although the General Plan (Erven 1982 – 2165) was submitted to the Provincial Government of the Western Cape, the registration of the plan was not done to date because Erf 1120 (a public place) was not closed.

Figure 30: Locality map of Project 5A



d) Project 5 B (137 Units – Erven 513-522, 67 and 69 and a portion of Erf 523) (Ward 12 and 15)

Project 5B formed part of the Kayamandi Town Centre urban renewal project as funded in terms of the overall hostel project upgrading programme. The development made provision for 137 higher-density units, a new road and several open spaces.

Figure 31: Locality map of Project 5B



The development entails the consolidation of Erven 67, 69, a portion of Erf 523 and Erven 513-522 and the re-subdivision thereof into individual higher-density units. The project was implemented and constructed in 2004. The project was partially completed due to the construction of informal structures on the remainder of the property. A total of 42 units have been built. It is recommended that the amendments of the General Plans (149/1987 and 290/1989) be done.

e) Project 8 (Mpelazwe – Remainder Erf 288 Kayamandi - 65 units) (Ward 13)

Mpelazwe is one of the oldest parts of Kayamandi town and was identified as a priority project in light of its historic character and response from the community.

Figure 32: Locality map of Project 8



The development forms part of the hostel upgrading programme and comprised the development of 54 residential units.

Although approval was previously granted for the relay out of the area it still forms part of Remainder Erf 288 as per General Plan.

Although erf numbers (Erven 2392-2446) have been allocated, the formal rezoning and subdivision and closure of public roads have not been completed to date.

A service provider has been appointed to finalise township establishment by obtaining the necessary land use rights for each of the five projects situated in Kayamandi, Stellenbosch as well as submission of all diagrams in the Surveyor-General's office for registration and approval.

A Notification of Intent to Develop (NID) application was submitted and no objections were received from the Heritage Department and were approved accordingly. Awaiting feedback from DEA&DP concerning NEMA.

A draft letter was submitted to Land Use Planning Department to apply for exemption from the Publication and Serving of Notices (Sections 43 and 44 of LUPA, Act 3 of 2014) for all five (5) completed projects, in terms of Section 60 of the Western Cape Land Use Planning Act (Act 3 of 2014).

The Western Cape Minister of Local Government, Environmental Affairs and Development Planning approved (in terms of Section 60 of LUPA) that the municipality is exempted from the provisions of Sections 43, 44 and 47 of LUPA in October 2021.

The service provider was instructed that the Kayamandi Project 5B Land Use Application which was submitted on 28 April 2022, be put on hold as Erf 66 which is part of this project is currently private-owned property. The municipality's legal department is currently busy with legal action to expropriate Erf 66. To process Kayamandi Project 5B, a Power of Attorney needs to be concluded and submitted with the application for approval.

3.9.2.14 Maasdorp Village

The residents of Maasdorp are either employees of the Department of Forestry or the descendants of employees of this Department, who were afforded homes / tenancy on a large tract of land, constituting Portions 27 and 28 of Farm La Motte No 1041 Paarl, Franschhoek. It is the intention of this project to assist the Department of Forestry (who in turn has given Stellenbosch Municipality the authority) with the subdivision of the subject properties constituting Maasdorp Forest Village into smaller residential properties for township establishment.

The intention is also to transfer these proposed properties (and homes) to the residents of Maasdorp and as may further be determined. It was originally intended that this project is meant to benefit only the residents currently living in Maasdorp Forest Village who have either been employed by or whose parents were employed by the Department of Forestry. The beneficiaries to be accommodated by this development depends on the outcome of envisioned community engagements and the updated socio-economic study to still be undertaken.

The lengthy process of the project is due to multiple challenges throughout the project. Firstly, there were delays at the commencement of the project due to the initial socio-economic survey which was not done by the service provider, and which was required as a crucial element to effectively continue with the process from the service provider's stance. The initial socio-economic survey took a long because the residents were either not timeously sensitised to the dates of the survey or blatantly refused engagement, or, residents were not home when the survey was being completed. There was thus a time delay in getting all the relevant information from all the residents.

The survey process with the community and the collation of survey data has been completed. The outcome of the survey has been presented to the Department: Housing Development in September 2021 and factored into the Land Use Planning Application which was submitted to the Department: Land Use Planning in June 2022. The project is ongoing.

3.9.3 Strategic document: Integrated Human Settlement Plan for Stellenbosch Municipality

It is a municipal priority that the Stellenbosch Municipality's Integrated Human Settlement Plan (IHSP) be compiled in line with the PDoHS.

It is furthermore a requirement that the above IHSP be aligned with the Stellenbosch Municipality's approved IDP and *m*SDF.

A service provider was appointed to compile an Integrated Human Settlement Plan for Stellenbosch Municipality.

The draft revised Integrated Human Settlement Plan was submitted in March 2022 for scrutinising. The final draft Integrated Human Settlement Plan will be submitted by 31 December 2022 for the Council to approve. Thereafter a public participation process will follow and Council will consider inputs from the public if any are received.

3.9.4 Informal Settlements

According to the most recent surveys undertaken by the Section: Informal Settlements and independent service providers, the population of informal settlement dwellers is approximately 19 710 residents. This is approximately one-sixth (1/6) of the municipal population of approximately 153 000 residents (Census 2011).

3.9.4.1 Survey of backyard dwellers in Kayamandi

The tables below are a reflection of the municipal data:

Table 150: ***Survey backyard dwellers in Kayamandi***

Type	Results
Area	Kayamandi
Survey period	April to May 2021
Number of stands / plots	1 953
Number of backyard structures	5185 (residential, carports, storages, shelters etc)
Average structures per stand	2.65
% structures used for residential	38.3%
Number of households (residential)	1 981 minimum
Households interviewed	1 629
Structures / stands that were not surveyed	482 (refuse to partake mostly foreign renters, no access, no backyard dweller)
Average household size	1.52
Head of household income	59% earn R4 000 or less per month
Type of structures	76% shack
Ownership of structure	75%
Structure occupation	73% single-person occupation
Respondent's previous area of residence	72% in the same area
Registered on housing demand database	11%
All household members residing in the same structure	69%
Households receiving grants	18%
Age of head of household	45% between 26 and 35 years
Gender of the head of household	52% female
Preferred mode of transport	41% other (taxi), 37% walk
Employment status	48% employed
Access to water on the property	93%
Access to electricity	98%
Access to sanitation	97%
Access to waste removal	94%

3.9.4.2 Survey of backyard dwellers in Klapmuts

Table 151: Survey backyard dwellers in Klapmuts

Type	Results
Area	Klapmuts
Survey period	April to May 2021
Number of stands	2 110
Number of backyard structures	4123 (residential, carports, storages, shelters etc)
Average structures per stand	1.95
% structures used for residential	39.4%
Number of households (residential)	1 626 minimum
Households interviewed	1 094
Structures / stands that were not surveyed	534 (refuse to partake mostly foreign renters, no access, no backyard dweller)
Average household size	2.30
Type of structures	50% shack, 45% wendy house
Ownership of structure	98%
Structure occupation	41% single-person occupation
Respondents' previous area of residence	72% in the same area
Registered on housing demand database	29%
All household members residing in the same structure	94%
Households receiving grants	23%
Age of head of household	41% between 26 and 35 years
Gender of the head of household	62% female
Preferred mode of transport	30% walk, 22% train, 21% staff transport
Employment status	46% employed
Access to water on the property	97%
Access to electricity	96%
Access to sanitation	98%
Access to waste removal	92%

The project yielded employment opportunities for unemployed youth from both areas:

Table 152: Opportunities created

Surveys (Backyard Dwellers)	The actual number of jobs proposed	Proposed number of jobs to be created per ward	Number of people employed
Kayamandi	25	7	21
Klapmuts	25	18	18

A service provider is to be appointed to undertake a demographic survey of backyard dwellers in Groendal and Mooiwater, Franschhoek. The service provider will be appointed to conduct the survey during the 2022/23 financial year.

Electrification of portions of Enkanini

The municipality is currently in the process of making 1 000 electricity connections in Enkanini. The project commenced on 27 January 2021 and is ongoing.

The progress to date with this project is as follows:

- Project commenced: 27 January 2021;
- Verification of Sections F, G, H and I have been completed and the lists have been distributed except for Section F which has been excluded from the project by the Electrical Department due to costs;
- Section H beneficiaries have received electricity connection to their structures and power has been switched on for usage;
- Most of the illegal electricity connections have been removed. There are reports of some minor infringements on this matter, however, the project team is dealing with this matter on a case-by-case basis; and
- Health and safety are a concern during construction.

3.9.4.3 Watergang Informal Settlements – provision of basic services

The Section: Informal Settlements undertook community facilitation processes to assist the Section: Project Management with the implementation of the project.

The progress to date with this project is as follows:

- Project commenced: 17 January 2022 planned to be completed by 30 June 2022; and
- Phase 1-3 has commenced with 7 ablution blocks constructed with a total of 36 toilets and 21 taps out of the initial 100 toilets and 50 taps budgeted for. The reduction in the number of toilets and taps is due to the community not being willing to cooperate with the municipality's plans to relocate structures identified to make space for the project.

The images below depict the Implementation of ablution blocks in Watergang Informal Settlements









Table 153: Informal Settlements for the period July 2021 – June 2022

Item	Number of ablution facilities provided by the Council	Number of taps provided by the Council	Informal settlements with grid electricity	Number of Informal Settlements	Informal settlements without grid electricity	Performance comment
Number of informal settlements recognised by the Council	1 027	549	22	29	6	A portion of Enkanini is receiving electricity
Number of informal settlements recognised by the Council	0	0	0	2 (Klapmuts Farm and Lanquedoc COVID-19 Campaign)	0	Settlement not recognised, land initially used for live-stock farming with 18 structures. Over time 14 households erected structures. Total 32 structures
Number of structures	0	0	0	10 402	0	

3.9.4.4 Relocations (for the period 01 July 2021 – 30 June 2022)

Table 154: *Relocations statistics*

Areas where relocations are planned	Proposed number of households to be relocated	Number of households relocated to date	Remaining number of households to be relocated	Performance comment
Kayamandi (Zone O)	55	0	55	Project at initial stages, engagements with the community have commenced
Longlands	77	0	76	Relocation to commence in July of the 2022/23 financial year.
Papplaas	11	11	0	Completed
Relocation as a result of evictions	6	6	0	Completed
Meerlust	23	23	0	Completed
Total Number of Households	**172**	**40**	**131**	

3.9.4.5 Disaster Management (for the period July 2021 – June 2022)

Table 155: Total number of structures impacted by incidents in all areas

Incidents reported in	The number of fires and winds verified	Number of backyard structures affected by fire	Number of formal structures affected by fire	Number of structures affected by floods or Wind	Performance comment
Formal settlements	18	27	-	0	All verifications completed within 48 hours
Informal settlements	30	-	530	0	All verifications completed within 48 hours
Total number of structures impacted by incidents in all areas	**48**	**27**	**530**	**0**	

3.9.4.6 Evictions (for the period July 2021 – June 2022)

Table 156: Number of evictions as at 30 June 2022

Notices of evictions received	Number of meaningful engagements held	Number of agreements signed	Court orders issued
11	3	0	0

3.9.4.7 Informal Settlements population

According to the most recent surveys undertaken by Section: Informal Settlements and independent service providers, the population of informal settlement dwellers is approximately 19 710 residents. This is approximately one-sixth (1/6) of the municipal population of approximately 199 325 residents (Socio-Economic Profile: Stellenbosch 2022).

3.9.4.8 Development proposals / strategy

The Section: Informal Settlements developed a development strategy for every informal settlement within the municipal area. The full respective strategies are included under Cluster 1 to Cluster 5.

The strategy is premised on 3 pillars:

i) a synopsis of existing basic services. This synopsis includes an analysis of the shortfalls in service provision;
ii) Cryptic demographic information of the head of households, as well as a desktop risk analysis of the settlement; and
iii) the third pillar / component consists of development proposals. These proposals are aligned with 3 strategic documents, i.e. the IDP, SDF and the Housing Pipeline.

The development proposals are furthermore aligned with the budget cycle of the municipality, as well as the Housing Pipeline which is aligned amongst others with the provincial budgeting cycle.

3.9.4.9 Emergencies

The Section: Informal Settlements assists the Section: Disaster Management in emergencies by verifying the data that is collected about the disaster victims against the data obtained during period surveys. These emergencies are mostly fire incidents in informal settlements and / or in the backyards of formal housing units. These incidents to a lesser extent also include flooding incidents and excessively strong winds.

3.9.4.10 Housing Statistics

Table 157: Households with Access to Basic Housing - Source StatsSA 2011

Year	Total households (including formal and informal settlements)	Households in formal settlements	Percentage of households in formal settlements
2017/18	52 374	26 506	50.60%
2018/19	52 374	34 071	65.10%
2019/20	52 374	34 071	65.10%
2020/21	52 374	36 017	65.10%
2021/22	49 332	36 214	73.40%

The following table shows an **increase** in the number of people on the housing waiting list. There are currently approximately **17 852** applicants on the waiting list.

Table 158: Housing waiting list as at 30 June 2022

Year	No. of people on the Housing Waiting List	% Housing waiting list increase
2014/15	18 833	0.6% (Decrease due to sanitisation of the waiting list data).
2015/16	18 791	0.2% (Decrease due to sanitation of the waiting list data).
2016/17	18 953	7.7% (Increase based on the previous year's "sanitised" figures. This is as a result of new applications received).
2017/18	16 482	13.04% (Decrease due to sanitisation of the waiting list data).
2018/19	16 231	The department rolled out an update of the waiting list programme which resulted in all the deceased applicants being removed and duplicate applications being removed and this has resulted in a decrease in the total number of active applicants on the waiting list.
2019/20	16 590	2.21% (Increase due to new applications received).
2020/21	17 652	6% (increase) is due to the drive by the municipality which targeted farm dwellers and those who never registered their names on the housing demand database.
2021/22	17 852	Minimal increase due to families not responding timeously to calls to register on the housing demand database.

3.9.5 Basic Service Delivery Performance Highlights

Table 159: Basic Service Delivery Performance Highlights

Highlight	Description
Papplaas relocation	Successfully relocated families from the dumping site to a safer location.
Enkanini 1 000 electrical connections	Surveyed all the beneficiaries, created space for installation of the service and excellent cooperation between the municipality and community.

3.9.6 Basic services delivery challenges

Table 160: Basic Service Delivery Challenges

Service Area	Challenge	Actions to address
Watergang Informal Settlement	Structures in the way of the service.	Negotiated with the structure owners to create space for ablution facilities.
WC024	Long and tedious negotiations to obtain buy-in from various communities.	Commence with communication earlier in the process.

3.9.7 Housing Administration

3.9.7.1 Transfer of housing stock

During the period under review, the municipality continued with the process to deal with the historic backlog and transfer of properties to beneficiaries of state-subsidised houses. A process action plan was devised in terms of which administrative procedures would be streamlined. A panel of attorneys were appointed to transfer identified properties. A total of 259 title deeds were transferred for the 2020/21 financial year. The transfers were completed in the following areas:

Table 161: Transfer of housing stock

Area	Total
Cloetesville	5
Kayamandi	49
Klapmuts	25
Kylemore	2
Pniël	2
Total	**83**

The Section: Housing Administration is conducting continuous HCE Programmes with affected beneficiaries and addressing issues around title deeds. The municipality also appointed temporary field workers to assist with beneficiary administration which includes tracing beneficiaries and conducting occupation surveys to ensure that title deeds are registered correctly.

The municipality partnered with an NGO which assists municipalities to deal with the historic backlog in terms of the transfer of properties. The NGO provides funding for the temporary appointment of staff to enhance capacity and also provides funding to the municipality of R500 per title deed registered. The donation is used to appoint field workers to assist with the beneficiary administration of the transfer processes.

Table 162: Total properties registered at the deeds office (during 2021/22)

Total properties registered at deeds office (during 2021/22)	
Historical project title deeds registered	83
New project title deeds registered*	0
Total erven	83

** Funding for the title deeds was provided through the Title Deed Restoration Programme. It is only given for houses of subsidies approved.*

*





Funding for the title deeds was provided through the Title Deed Restoration Programme. It is only given for houses of subsidies approved.

3.9.7.2 Waiting list administration

The municipality continues with the "data-cleaning" process of applications that appear on the waiting list where vital information is outstanding. An area-based approach was used where staff members went out to the various areas and invited applicants to workshops during which the applicant's information was updated. The entire Stellenbosch municipal area was covered during this programme.

The agreement with the PDoHS to assist with the data clean-up of the Stellenbosch municipal waiting list continues. The waiting list is updated and verified regularly by the PDoHS Settlements to ensure that the number of people deemed to be on a "waiting status" is a true reflection of those persons who still require housing assistance within the greater Stellenbosch area.

This new online database system and mobile app were launched in August 2019. The mobile app makes it easier for applicants to use their smartphones to submit housing applications in the comfort of their own homes on the Housing Demand Database. The Housing Demand Database System is being updated regularly to ensure that Council has credible data for planning for future housing projects to be implemented.

3.9.7.3 Administration of public rental stock

On 25 June 2014, Council adopted a Policy for the Administration of Public Rental Stock. This document was the culmination of a collaboration between stakeholder departments within the municipality. The purpose of the policy is to ensure effective management and well-maintained assets that will improve the quality of life for residents. The Section: Housing Administration is busy with the review of the Human Settlements Administration and Allocation Policy, which will include

the allocation and management of the Public Rental Stock. This policy will be referred to Council for adoption after due public participation processes have been completed.

A caretaker programme was implemented in all public rental stock to deal with the increase in anti-social behavioural problems. This programme was implemented to ensure that communities "take" their neighbourhoods back into their hands and also to improve the communication between the municipality and the tenants. The total number of caretakers appointed for all the public rental flats was eleven (11).

3.9.7.4 Housing Consumer Education (HCE)

A total of thirteen (13) workshops were held with mainly tenants in municipal rental stock. The HCE workshops are also used to address issues around anti-social behaviour in public rental flats. The HCE programmes were also held for beneficiaries of houses that were built between 1994 and 2010. These are houses that form part of the Title Deeds Restoration Programme. These beneficiaries are advised about the security of tenure, issues of inheritance and drafting of a Will. The HCE workshops were also held with beneficiaries of the Ida's Valley Housing Project during the 2020/21 financial year to educate them about homeownership, writing of a Will and By-laws governing properties. HCE workshops will be concluded for the Longlands Housing Project beneficiaries during the 2021/22 financial year.

The HCE programmes were also held for beneficiaries of houses that were built between 1994 and 2010. These are houses that form part of the Title Deeds Restoration Programme. These beneficiaries are advised about the security of tenure, issues of inheritance and drafting of a Will. The HCE workshops were also held with beneficiaries of both the housing development projects in Ida's Valley and Longlands to educate them about homeownership, writing of a Will and By-laws governing properties. A total of sixteen (16) HCE workshops were held during the 2021/22 financial year inclusive of those held before formal title deed handovers, outreaches for the signing of Deeds of Sale and completion of subsidy applications for the Longlands Housing Project, which total excludes those HCE sessions held with individual recipients of title deeds.

Figure 33: HCE and Public Participation



The Section: Housing Administration completed an audit of all its rentals stock. Both staff and public rental units, with regards to the occupancy of the unit. For the Section: Housing Administration to update its records where necessary, interviews were conducted with affected households and resulted in concluding lease agreements with the next of kin of deceased tenants. The Section: Housing Administration compared the findings of the surveys with regards to legal occupancy of the rental units with existing information obtained from the records of the Finance Department. Interviews were conducted with occupants of flats where there appeared to be discrepancies and detailed questionnaires were completed in respect of every household. This enabled the Section: Housing Administration to evaluate whether or not the illegal occupants qualified for legalisation in terms of the criteria as set out in the approved policy on the Unlawful Occupation of Municipal Rental Stock.

3.9.7.5 Maintenance of Rental Stock

The Section: Housing Administration integrated the complaints system of the Council and all complaints of rental stock can now be monitored. Maintenance of all municipal stock resorted under the Directorate: Corporate Services. It was decided that the Section: Housing Administration is henceforth responsible for all maintenance at rental stock and Directorate: Corporate Services were responsible for all maintenance of municipal buildings.
Budgetary constraints were many a time the main reason why maintenance issues at rental stock could not be resolved. However, it should be mentioned that the Section: Housing Administration is now capacitated with a budget to resolve the backlog on maintenance.

3.9.7.6 TRA Management

The municipality is mandated in respect of various pieces of legislation to effectively and professionally administer all matters relating to informal settlements.

The Department: Housing Administration in conjunction with informal settlements effectively manages and controls 7 TRAs in the greater WC024 to furnish every informal settler with a potential home.

The number of households in TRAs:

Table 163: TRA Statistics

Area	Number of households
Mandela City, Klapmuts	120
La Rochelle, Klapmuts	32
Devon Valley	20
Longlands, Vlottenburg	76
Mountainview, Jamestown	241
Watergang TRA 1, Kayamandi	262
Watergang TRA 2, Kayamandi	180
Meer lust Bosbou, Franschhoek	24

The Section: Housing Administration facilitates evictions, surveys, all levies and services assistance by channelling complaints to the correct user departments and all types of assistance until relocation to a project.

3.9.7.7 Job creation

A job creation programme was initiated via the EPWP project and as a result, 25 job opportunities were created listed below:

- Thirteen (13) EPWP workers were appointed to assist with the cleaning of the rental units and this resulted in a decrease in complaints received from tenants as properties are in a neater state;
- Six (6) temporary field workers were also appointed to assist with the surveys in rental stock, Temporary Residential Areas and Emergency housing. This was to ensure that the correct tenants occupied the flats and to identify issues like sub-letting or illegal activities; and
- Eight (8) Title Deeds Restoration Programme were also appointed to assist with the transfer of state-subsidised houses and to eradicate the historic backlog in terms of the transfer of these houses.

The table below indicates the capital expenditure for the Sections: Housing Administration and Housing Development as at 30 June 2022.

Table 164: Capital Expenditure as at 30 June 2022: Section: Housing Administration

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Furniture, Tools and Equipment: Housing Administration	135	125	-7,65
Only the capital projects are listed			

The Section: Housing Administration has spent 93% of the capital budget for the financial year.

Table 165: Capital Expenditure as at 30 June 2022: Section: Housing Development

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Jamestown: Housing (Phases 2, 3 and 4)	1 878 673	1 400 000	25.5
Erf 7001 and other possible sites for mix-used development in Cloetesville	300 000	259 645	13.5
Kayamandi Town Centre: Planning (±700 units)	1 213 875	1 213 875	0
Only the 5 largest capital projects are listed			

The Section: Housing Development has spent 74% of the capital budget for the financial year.

The tables below indicate the total number of employees in the Department: Integrated Human Settlements as at 30 June 2022.

Table 166: Total employees in the Department: Integrated Human Settlements

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	0	1	0	0
9 – 13	1	1	0	0
4 – 8	0	0	0	0
3 – 0	0	0	0	0
Total	**2**	**3**	**0**	**0**

Table 167: Total employees in the Section: Housing Development

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	100
14 – 17	0	0	0	0
9 – 13	0	0	0	0
4 – 8	0	0	0	0
3 – 0	0	0	0	0
Total	**1**	**1**	**0**	**100**

Table 168: *Total employees in the Section: Housing Administration*

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	0	0	0	0
14 – 17	3	3	0	0
9 – 13	6	4	2	33.3%
4 – 8	8	8	0	0
3 – 0	8	8	0	0
Total	**25**	**23**	**2**	**25%**

Table 169: Total employees in the Section: Informal Human Settlements

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	0	0	0	0
9 – 13	0	0	0	0
4 – 8	6	5	1	16.6%
3 – 0	0	0	0	0
Total	7	6	1	14.3%

3.10 Property Management

This section is also responsible for the maintenance of all Council-owned buildings and the construction / project management of all upgrading and or new facilities. Some of the highlights of the past financial year include the following:

- Completion of new public ablution facility in Franschhoek;
- Completion of new sport clubhouse in La Motte;
- Upgrade / conversion of the residential unit into office space in Simonsbergweg / Stellenbosch;
- Completion of the upgrade / structural maintenance of the Kayamandi Library;
- New concrete roofs at Groendal Cemetery;
- Ablution Facilities and Groendal Park;
- Various air-conditioning projects; and
- Various fencing projects.

The planning phase of the following projects was finalised or started with:

- Upgrade of Kayamandi Corridor;
- Upgrading of Dorp Street Flats;
- Upgrading of various heritage buildings, incl. Voorgelegen, Rhenish Complex and Bergzicht buildings;
- Upgrading of Makapula Hall;
- Upgrading of van der Stel Complex;
- Structural Upgrading of Plein Street Complex;
- Structural upgrade to Jamestown Ward Office / Library; and
- Structural upgrade of the Ida's Valley Pavilion.

Various projects / acquisitions were processed under the following term tenders:

- Furniture, tools and equipment;
- Hygienic services;
- Maintenance and replacement of air conditioners;
- New term tender for the rental of indoor plants; and
- New term tender furniture, tools and equipment.

The following term tenders were awarded:

- Pest control;
- Fencing; and
- Maintenance of lifts: Plein Street.

The table below indicates the service data statistics from the 2016/17 to 2021/22 financial years:

Table 170: Service Data Statistics – Property Management

Details	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Encroachment Agreements: New	22	16	2	0	0	0
Encroachment Agreements: Renewals	5	0	0	0	0	0
Lease Agreements: New	1	0	1	1	0	2
Lease Agreements: Renewals	2	2	0	1	0	2
Sales Agreements	3	0	0	3	0	0
Servitudes	-	0	5	2	0	0
Poster applications	30	25	35	8	N/A	N/A

The table below indicates the capital expenditure for the Section: Property Management and Building Maintenance as at 30 June 2022.

Table 171: Capital Expenditure as at 30 June 2022: Section: Property Management and Building Maintenance

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R"000		
Purchasing of land	3 437	2 497	27.33
Structural Improvement: General N/A	1 473	14 625	-10.29
Structural Upgrade: Kayamandi Corridor	1 000	939	6.10
Structural Upgrade: Heritage Building	1 807	0	100
Upgrading of New Office Space: Ryneveld Street N/A	10 648	8 445	-20,68
Only the 5 largest capital projects are listed			

The Section: Property Management and Building Maintenance has spent 75% of the capital budget for the financial year.

The table below indicates the total number of employees in the Section: Property Management and Building Maintenance.

Table 172: Total number of employees in the Section: Property Management and Building Maintenance

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	100%
14 – 17	1	0	1	100%
9 – 13	6	6	0	0
4 – 8	10	10	0	0
3 – 0	0	0	0	0
Total	**18**	**17**	**1**	**5.5%**

3.11 Free Basic Services and Indigent Support

a) Access to Free Basic Services

The following table indicates the percentage of average registered indigent households that have access to free basic municipal services. The total indigent households exclude all informal households and include formal households that have been registered as indigent households. The total i.t.o. free basic electricity includes only indigent households claiming 100 kWh from the Stellenbosch Municipality. It also does not include the totals where the electricity distribution is conducted by ESKOM.

Per the approved Indigent Policy of the municipality, all households earning less than R6 500 per month will receive free basic services as prescribed by national policy and in terms of Stellenbosch Municipality's Indigent Policy.

The table below indicates the number of households receiving free basic services.

Table 173: Access to Free Basic Services

Year	Number of Households								
	Total no. of HH	Free Basic Water		Free Basic Sanitation		Free Basic Electricity		Free Basic Refuse Removal	
		Access	%	Access	%	Access	%	Access	%
2018/19	52 374	6 813	13.01	6 813	13.01	4 833	9.23	6 813	13.01
2019/20	52 374	6 666	100%	6 666	100%	4 932	100%	6 666	100%
2020/21	50 328	7 283	100%	7 283	100%	5 189	100%	7283	100%
2021/22	50 328	4 681	100%	4 681	100%	4 982	84,25%	4 681	100%

The percentage is based on indigent household access compared to a total of 50 328 households.

Services subsidised are:

- Water - basic charge + 6 kl;
- Electricity - basic charge + 100 kWh;
- Sanitation - based on a 250m² erf; and
- Refuse - one removal per week.

Free Basic Services per basic service

The provision of free basic services is summarised in the tables below.

Table 174: Free basic electricity to indigent HH

Financial year	Electricity		
	Indigent Households		
	No. of HH	Unit per HH (kwh)	Value R'000
2017/18	6 453	100	6 216
2018/19	6 813	100	8 415
2019/20	4 932**	100	6 888
2020/21	5 198	100	7 711
2021/22	4 982	100	6 134
*Average for the year **Only Indigent consumers who claimed free units			

Table 175: Free basic water services to indigent HH

Water			
Financial year	Indigent Households		
	No. of HH	Unit per HH (kl)	Value R'000
2015/16	6 486	10	7 760
2016/17	5 686	10	7 280
2017/18	6 453	10	2 391
2018/19	6 813	6	2 634
2019/20	6 666	6	2 741
2020/21	7 283	6	3 178
2021/22	4 681	6	2 637
*Average for the year			

Table 176: Free basic sanitation to indigent HH

Sanitation			
Financial year	Indigent Households		
	No. of HH	Service per HH per week	Value R'000
2017/18	6 453	102.98	8 330
2018/19	6 813	112.25	9 177
2019/20	6 666	135.99	9 518
2020/21	7 283	145.73	11 075
2021/22	4 681	154.48	10 039
*Average for the year			

Table 177: Free basic refuse removal services to indigent

Refuse Removal			
Financial year	Indigent Households		
	No. of HH	Service per HH per week	Value R'000
2017/18	6 453	1	8 662
2018/19	6 813	1	9 543
2019/20	6 666	1	10 878
2020/21	7 283	1	17 926
2021/22	4 681	1	17 159
*Average for the year			

COMPONENT B: ROADS, TRANSPORT AND STORMWATER

3.12 Roads

This component includes roads, transport, traffic engineering and wastewater (stormwater drainage).

3.12.1 Transportation Planning and Traffic Engineering

3.12.1.1 Comprehensive Integrated Transport Plan

The 2022 – 2026 review of the Comprehensive Integrated Transport Plan (CITP) is currently being compiled.

CITPs present the municipality's long-term transport vision and objectives, as well as provide annual action plans and projects that would enable the municipality to realise its transport vision. The CITP will be synchronised with the annual updating of the Integrated Development Plan.

A current review (2022 – 2026) of the CITP represents the 5-yearly overhaul of the plan, and 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 is revised and updated where necessary and relevant new aspects are added,
- A new Transport Register be prepared;
- Reflect new revisions of the municipality's SDF, Roads Master Plan and NMT Master Plan;
- Provide a revised Public Transport Plan dealing with the restructuring of the public transport network of services; and
- Provide an update on progress made with previously proposed action plans and projects and propose additional plans and projects.

3.12.2 Master Planning

The municipality has compiled its Draft Non-Motorised Transport (NMT) Master Plan and Policy. The Draft NMT Master Plan and Policy is a review consolidation, and update of the NMT policy and master plans which were compiled in 2015.

The NMT Master Plan and Policy strives to promote and encourage alternative modes of transport such as walking and cycling. They also aim to analyse the capacity of the current network, identify current and future NMT needs, and recommend improvements that will ensure an effective NMT network.

The NMT Master Plan and Policy further strive to position NMT as a consistent long-term municipal priority. The strategic objective of the NMT Master Plan is the implementation of a coherent, logical and integrated NMT network for Stellenbosch by 2024.

The main road networks through Stellenbosch currently operate at capacity and at times beyond capacity, resulting in traffic congestion. Analysis of the road networks and assessments of the public transport operations and facilities are periodically carried out to identify shortcomings and opportunities for improvements. The municipality has compiled its Draft Road Master Plan (RMP),

which analyses the capacity of the current network, and current and future needs and recommends infrastructure improvements that will aid in establishing an effective road network.

Extensive investigations, assessments and analyses are undertaken when compiling master plans. The outputs of Master Planning are used to inform Strategic Plans such as the SDF, the IDP and the CITP. Outputs from master plans also aid other municipal decision-making processes.

3.12.3 Traffic Signals

Stellenbosch Municipality, in collaboration with Stellenbosch University, continues with research and development to establish a real-time traffic signal control system for Stellenbosch. This research project will assist in addressing everyday congestion through the application of Smart Transportation Technology namely Traffic-Adaptive-Signal-Control (TASC). TASC refers to the real-time control of signalised intersections and enables the real-time adjustment of traffic signal timing to increase vehicle flows through the intersection thereby reducing congestion.

3.12.3.1 Road Construction and Intersection Upgrades

To reduce the effects of congestion, improve traffic flow and increase traffic safety at intersections within Stellenbosch, various intersections were upgraded by the municipality through the Intersection Improvement Programme that commenced about 10 years ago.

The following has been completed in the 2021/22 financial year:

- Phase 1 of the upgrading of the R44 / Helshoogte Intersection;
- Upgrading of the Oude Libertas Road and Adam Tas Road Intersections;
- Upgrading of Vredenberg Road and Adam Tas Road Intersection; and
- Realignment of Devon Valley Road and upgrading of the Devon Valley and Adam Tas Road Intersections.

The following road and intersections upgrades are currently in various stages of planning and design:

1. Lower Dorp Street and its intersection with Strand Road (R44) and Adam Tas (R310);
2. Adam Tas and R44 / Alexander;
3. Adam Tas and R44 / Merriman;
4. Phase 2: R44 / Helshoogte;
5. Resealing Bird Street between R44 and Kayamandi;
6. Extension of Wildebosch Road to Trumali; and
7. Techno-Park and Adam Tas Link Road.

3.12.3.2 Road Rehabilitation

During the 2021/22 financial year, the municipality resealed the following roads in WC024:

Table 178: Road Rehabilitation

Location	Name	Length(m)	Width (m)	Area (m2)
Franschhoek	Lambrechts Road	668,6	9.7	6 485.42
Franschhoek	Reservoir Road	268	6.4	1 715.2
Stellenbosch	Alexander Street	165	3.5	577.5
Stellenbosch	La Colline Street	353	8.4	2 965.2

Location	Name	Length(m)	Width (m)	Area (m2)
Stellenbosch	Piet Retief 1	250.6	8.6	2 155.16
Stellenbosch	Ryneveld	80	18.6	1 488
Stellenbosch	Mount Albert	97	5.5	533.5
Stellenbosch	Taylor Street	179	6.8	1 217.2
Stellenbosch	Hammanshand Road	826	7.4	6112.4
Stellenbosch	Noordwal wes	614.1	7.5	4 605.75
Stellenbosch	Piet Retief 2	514	11	5654
Ida's Valley	Bloekom Road	591	7	4 137
Stellenbosch	R44 / Helshoogte intersection	310	10.5	3 255
Stellenbosch	Koch Street	546	7.7	4 204.2
Stellenbosch	Endler Road	105	7	735
Stellenbosch	Morkel Road	193	7	1351
Stellenbosch	Van der Stel Road	110	8.4	924
Stellenbosch	Thibault Street	167	6.2	1 035.4
Stellenbosch	Rowan Street	113	9.2	1 039.6
Stellenbosch	Water Road	96	6.7	643.2
Stellenbosch	Rozendal	108	6.8	734.4
Ida's Valley	Johnson road	221	6.7	1 480.7
Ida's Valley	Talana Road	178	5.5	979
Ida's Valley	Weber	364	6.8	2 475.2
Ida's Valley	Protea	160	7	1120
Stellenbosch	Lovell	152.3	8.4	1 276.32
Stellenbosch	Dagmar	82	7.5	615
Stellenbosch	Rokewood	87.6	7.1	621.96
Stellenbosch	Brandwacht	426.05	10	4 260.5
Cloetesville	Asalea	243.3	4.5	1 094.85
Cloetesville	Madeliefie	214	4.5	963
Cloetesville	Lang Road	68	7.5	510
Cloetesville	Curry Road	165	12	1 980
Jamestown	Liberte	418	7.2	3 009.6
Kayamandi	Bassi	40.7	7	284.9
Kayamandi	Tata Mandela	405	5.7	2 308.5
Kayamandi	Luyolo	609	6.5	3 958.5
Stellenbosch	44-strand Road	1 187	7.7	9 139.9
Cloetesville	Tennant Road	500	6	3 000
Total: (meters)				**11 87.25**
Total: (Kilometres)				**11 87 525**

3.12.3.3 Non-Motorised Transport (NMT)

In line with the municipality's NMT Master Plan, NMT infrastructure was rolled out and implemented to ensure continuous expansion of the NMT network.

During the 2021/22 financial year, sidewalks were constructed along the following roads:

- Stellenbosch: Oude Libertas Road; Paradyskloof Road; Merriman; Martinson; Van Riebeeck; Van Reede; Ryneveld; Church; Drostdy; De Laan;
- Cloetesville: Fontein; Primrose; Pine and Raziet;
- Ida's Valley: Hillside Village; Lelie Street and Kahler; and
- Franschhoek: River Path North (Groendal) and Reservoir.

3.12.3.4 Public Transport

To facilitate and improve the local public transport services, the municipality commissioned the construction of a new Taxi rank in Groendal, Franschhoek and the upgrading of existing taxi ranks in Kayamandi.

The following taxi ranks were completed in the 2021/22 financial year:

- Groendal Taxi Rank; and
- Kayamandi Taxi Rank.

3.12.3.5 Parking

The municipality embarked upon several interventions to improve the provision of parking in Stellenbosch CBD and Franschhoek. These interventions comprise the following:

- Reviewing and improving on the parking management model;
- Construction and upgrading of parking areas in Stellenbosch and Franschhoek; and
- Feasibility studies and associated works for the establishment of possible Public Private Partnership (PPP) projects to implement and manage bulk parking facilities in Stellenbosch.

3.12.3.6 Bridges

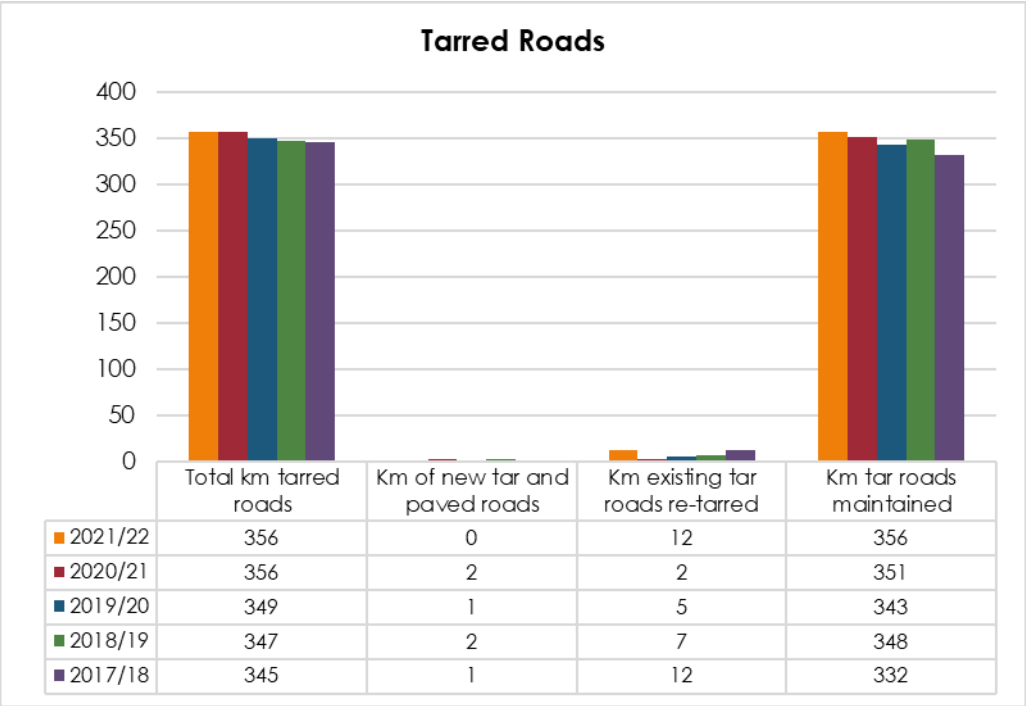
The Distillery Road Bridge is the only access road into Bosman's Crossing, a small mixed-development area within Stellenbosch comprising various commercial developments and apartment complexes. Planning, designs and procurement processes have been completed, and all necessary approvals attained. Construction for the upgrading of the bridge commenced early in 2022 with completion set for January 2023.

Planning and design had commenced for the construction of a pedestrian bridge that would link Kayamandi with Cloetesville. The proposed bridge would create a safe passage for pedestrians between the two communities, crossing the R304, the railway line and the Plankenbrug River. Designs for the bridge are complete and the necessary approvals for the construction of the pedestrian bridge have been attained. Implementation will commence once the procurement processes (for the appointment of a contractor) are concluded.

3.12.4 Roads Statistics

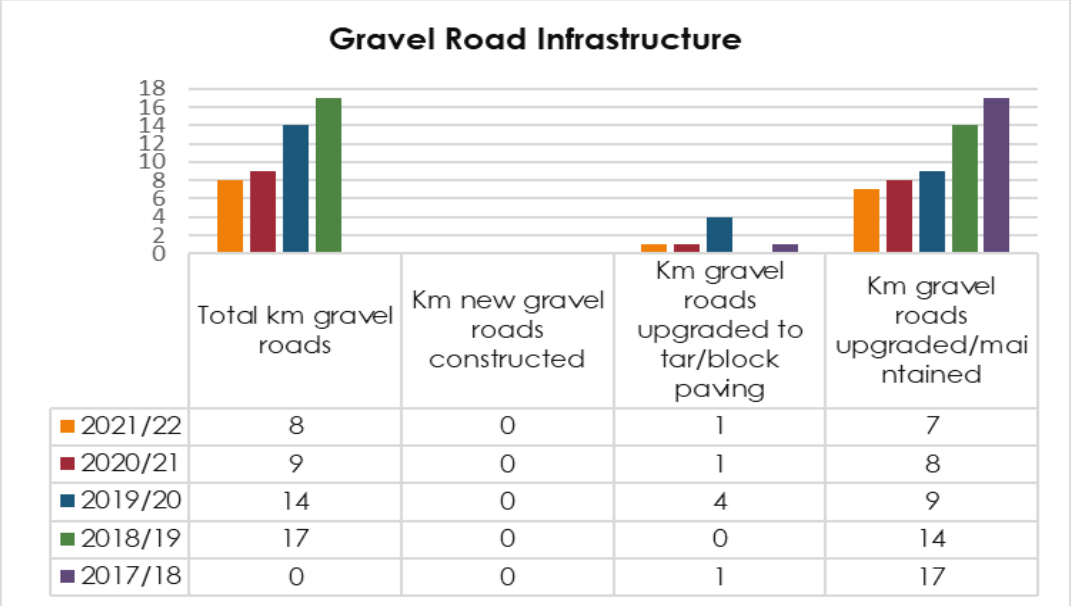
The following graphs provide an overview of the total kilometres of roads maintained and / or new roads tarred during 2021-22: *Tarred (Asphalted) and Gravel Roads.*

Figure 36: Tarred Roads



	Total km tarred roads	Km of new tar and paved roads	Km existing tar roads re-tarred	Km tar roads maintained
2021/22	356	0	12	356
2020/21	356	2	2	351
2019/20	349	1	5	343
2018/19	347	2	7	348
2017/18	345	1	12	332

Figure 37: Gravel Road Infrastructure

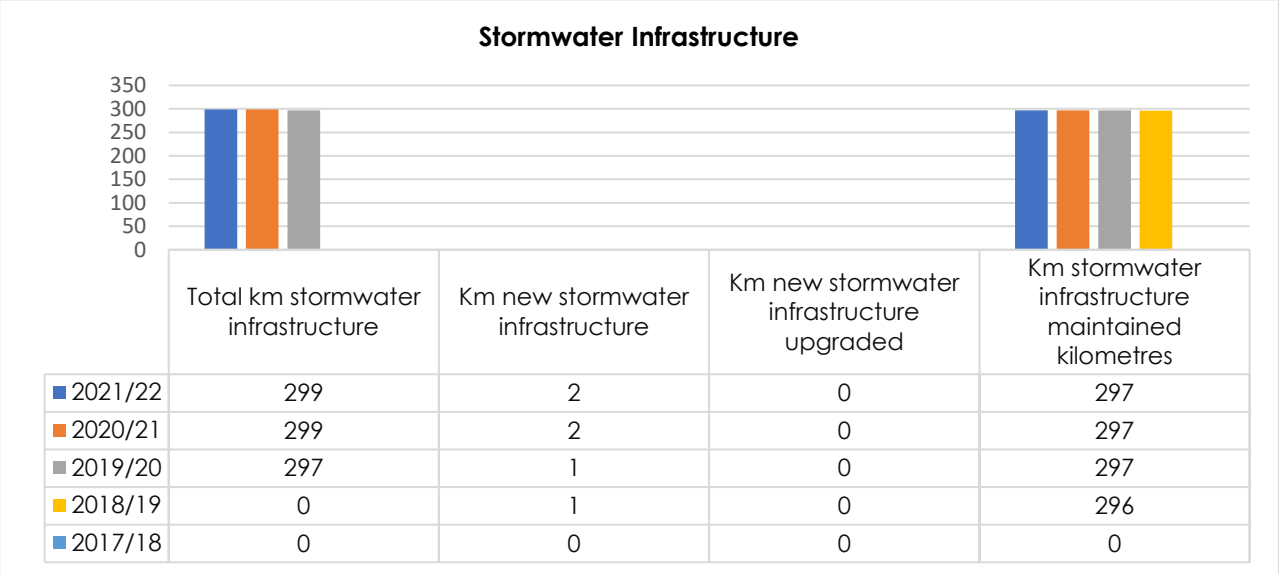


	Total km gravel roads	Km new gravel roads constructed	Km gravel roads upgraded to tar/block paving	Km gravel roads upgraded/maintained
2021/22	8	0	1	7
2020/21	9	0	1	8
2019/20	14	0	4	9
2018/19	17	0	0	14
2017/18	0	0	1	17

3.12.5 Stormwater Infrastructure

The graph below shows the total kilometres of stormwater infrastructure maintained and upgraded as well as the kilometres of new stormwater pipes installed.

Figure 38: Stormwater Infrastructure



	Total km stormwater infrastructure	Km new stormwater infrastructure	Km new stormwater infrastructure upgraded	Km stormwater infrastructure maintained kilometres
2021/22	299	2	0	297
2020/21	299	2	0	297
2019/20	297	1	0	297
2018/19	0	1	0	296
2017/18	0	0	0	0

The table below indicates the capital expenditure for the Section: Roads, Transport and Stormwater Services as at 30 June 2022.

Table 179: Capital Expenditure as at 30 June 2022: RTS

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Adhoc Reconstruction of Roads (WC024)	26 390	26 390	0
Bridge Construction	12 696	12 697	0
Non-Motorised Transport Implementation	4 000	3 999	0,01
Taxi Rank - Franschhoek	5 373	5 373	0
Taxi Rank - Kayamandi	7 289	7 289	0
Only the 5 largest capital projects are listed			

The Section: Roads and Stormwater has spent 100% of the capital budget for the financial year.

The table below indicates the total number of employees in the Department: Roads, Stormwater, Transport and Traffic Engineering as at 30 June 2022.

Table 180: Total number of employees in the Department: Roads, Stormwater, Transport and Traffic Engineering

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	3	3	0	0
9 – 13	10	7	3	30%
4 – 8	25	24	1	4%
3 – 0	68	66	2	2.9%
Total	**107**	**101**	**6**	**5.6**

3.13 Development Services and Project Management Development Services, Asset Management and Systems and Project Management Unit (PMU)

The Department: Asset Management and Systems, Development Services and Project Management Unit (PMU) are responsible for Technical Information Management, Asset Management, Wayleave Management, Development Services and Project / Programme Management in the Directorate: Infrastructure Services.

During the 2021/22 financial year, the department successfully facilitated the implementation of Development Contribution projects to the value of R5.5 million. The department continued to provide operational services in terms of wayleave applications, building plan assessments, land use applications and project management.

3.13.1 Project Management Unit (PMU)

The Project Management Unit (PMU) is a unit within the municipality that is dedicated to managing infrastructure (capital) projects. The unit is responsible to provide support to municipal departments to manage capital projects during the implementation, planning and construction phase of new housing, informal settlements, infrastructure and municipal facilities projects, including:

- Develop and maintain project management systems, procedures and processes for the life cycle of implementing infrastructure projects;
- Render life cycle project management services for all types of infrastructure projects;
- Manage cross-functional projects in conjunction with relevant departments;
- Engage with departments in the medium to long terms planning and budgeting of capital projects;
- Compile long-term budget for the Directorate;
- Manage and report on infrastructure implementation projects; and
- Management of Grant Funding programmes (CAPEX / RBIG / IUDG).

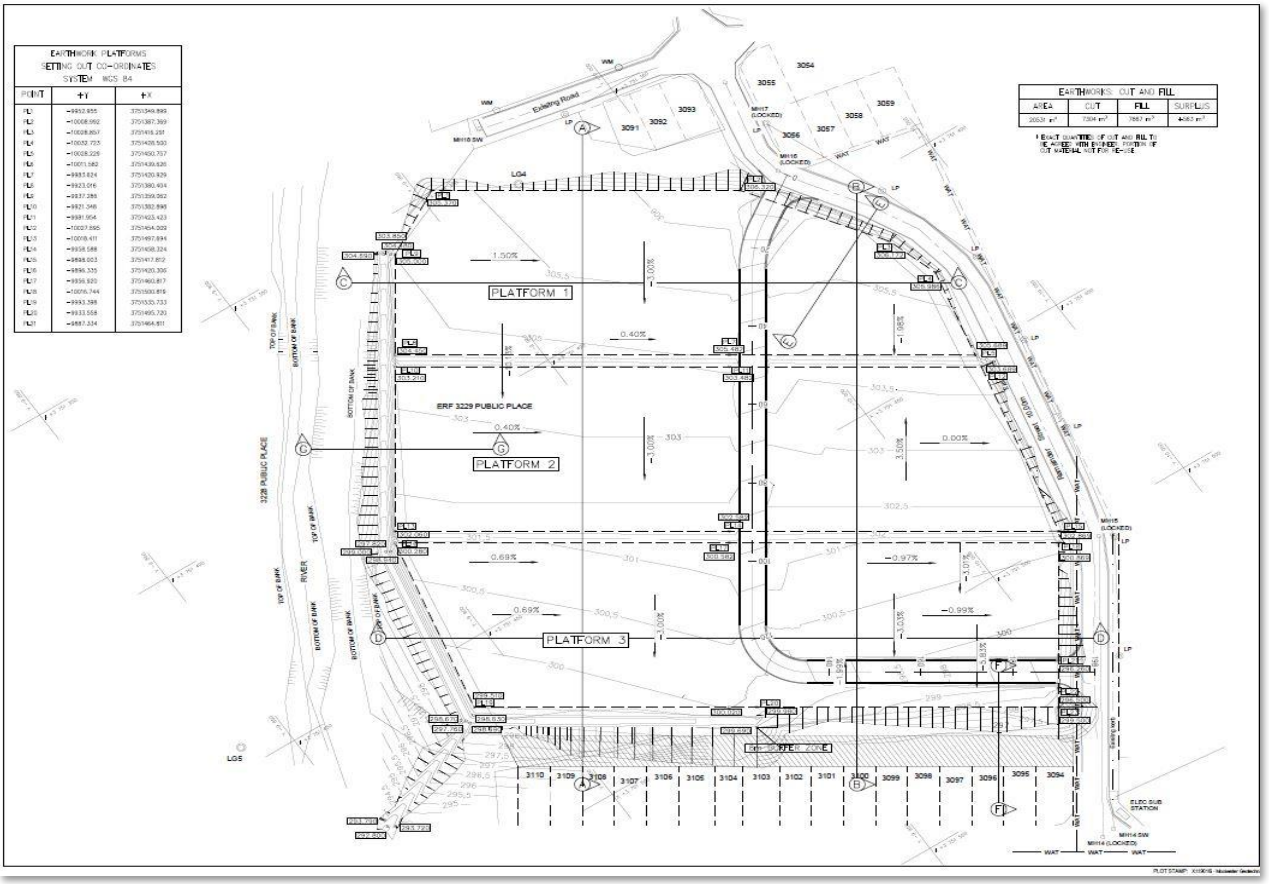
During the 2021/22 financial year, the PMU managed a capital expenditure budget of R 37.7 million (of which R23.7 million was an allocation from the Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG)). The PMU achieved a capital expenditure of R28.0 million (74.3%) at the end of the 2021/22 financial year.

The PMU managed the implementation of in-house multi-year capital projects during the 2021/22

financial year which are indicated below.

a) Rehabilitation of Erf 3229, Franschhoek

Figure 34: Site rehabilitation and construction of bulk earthworks



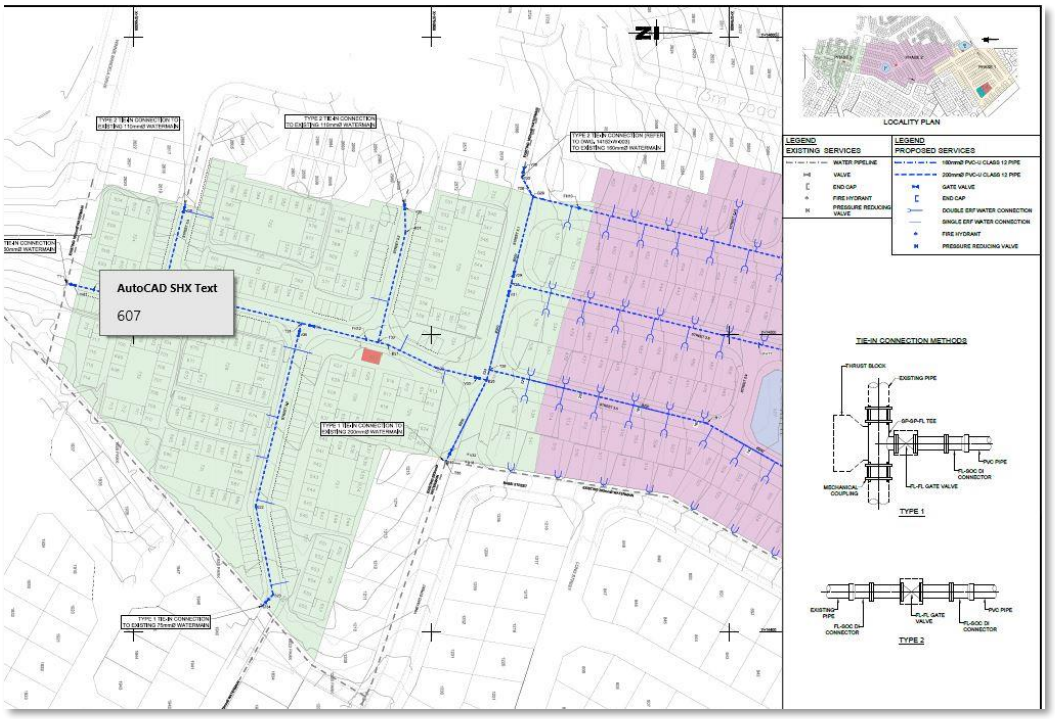
b) Installation of civil services Longlands Housing Project

Figure 35: Longlands Housing Development Project



c) Kayamandi: Zone O, Housing Development

Figure 36: The upgrade of Zone O informal settlement



d) Installation of Basic Services Kayamandi Watergang

Figure 37: Construction of basic services, Watergang Informal Settlement



e) Installation of services to 166 sites ERF 9445, Ida's Valley

Figure 38: Ida's Valley Housing Development Project



f) Upgrading of The Steps / Orlean Lounge

Figure 39: Upgrade of houses (before)



Figure 40: Upgrade of houses (after)



In the 2021/22 financial year, the Project Management Unit (PMU) provided project / programme management support to municipal departments during the planning and implementation stages of capital projects mentioned below.

g) Upgrading of New Office Space: Ryneveld Street

Figure 41: Upgrading of the NPK Building



h) Calcatta Bos Memorial Park (Directorate: Community and Protection Services)

Figure 42: Establishment of a Regional Public Cemetery and Memorial Park



i) Taxi rank: Kayamandi (Bird Street): Section Transport Planning and Public Transport.

Figure 43: Construction of new taxi rank (Bird Street)



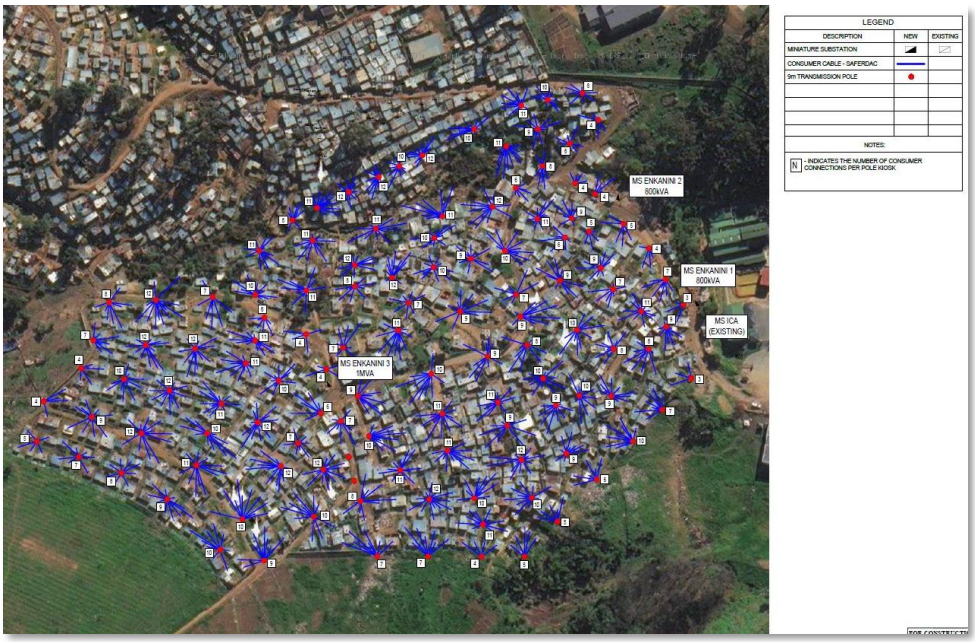
j) Jamestown Cemeteries – Directorate: Community and Protection Services.

Figure 44: ***The upgrade of Jamestown Cemetery***



Integrated National Electrification Programme – Department: Electrical Services

Figure 45: Electrification of Enkanini informal settlement



Further to the above, the Project Management Unit is responsible for the management and administration of the Integrated Urban Development Grant (IUDG). The Integrated Urban Development Framework (IUDF) marks a new deal for South Africa's cities and towns. It sets a policy framework to guide the development of inclusive, resilient and liveable urban settlements while addressing the unique conditions and challenges of integration facing South Africa's cities and towns. The key outcomes of the IUDF are spatial transformation and the creation of a growth model of compact, connected, coordinated and integrated cities and towns.

Within the IUDF's Intermediate City Municipality (ICM) programme, which targets 39 municipalities, support is provided for the municipalities in the middle size and density range of the continuum. The purpose of the ICM's support strategy is to help translate IUDF policy into practical programmes of action in the ICM's. Stellenbosch Municipality achieved **100%** IUDG expenditure **(an allocation of R56,9 million)** for the 2021/22 financial year.

3.13.2 Asset Management and Systems

Maximising municipal infrastructure management supports the current Strategic Focus Area 5: Good Governance and Compliance. As one of the largest economies nationally, the greater Stellenbosch area and municipality is a significant deliverer of services. Deciding what to do, when, where, and for whose benefit, is the difficult task that Infrastructure Asset Management addresses. Enhanced infrastructure capabilities also augment the achievement of the other four Strategic Focus Areas, i.e. 1: Valley of Possibility, 2: Green and Sustainable Valley, 3: Safe Valley and 4: Dignified Living.

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 that have been correctly prioritised, and that value for money is achieved. The range of services to be provided is vast in scope, and citizens' and enterprises' needs vary significantly. Given the depth of needs in many communities and limited resources, tough choices have to be made. An Asset

Management System is required to support the information that will aid this type of decision-making.

The municipality is currently investigating adopting an Asset Management System, which will be built on ArcGIS technology. The web GIS-centric platform can help to streamline the care and maintenance of infrastructure assets. An ArcGIS system offers a system of record, a system of engagement, and a system of insight for asset management. Additionally, once asset data is verified and established as correct, Stellenbosch Municipality can begin to understand its infrastructure's health.

Wayleave Management also falls under this section. The collective value of services infrastructure contained within the Public Road Reserve and the road itself amounts to a considerable value. This infrastructure needs to be maintained, periodically rehabilitated and replaced from time to time. Such activities can result in considerable delays, inconvenience, danger and additional costs to the road users and the municipality itself if not well planned and coordinated. This activity is coordinated through the wayleave management function.

The monthly and annual applications are summarised in the table below, Wayleave Applications.

Table 181: Wayleave Applications

Activity	2021/22												Total
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Wayleave Applications - Received	15	18	19	20	32	2	23	24	27	15	32	13	**240**
Wayleave Applications - Commented on	28	10	25	15	10	11	6	23	36	13	27	9	**213**
% completion to date:													**88.8 %**

3.13.3 Development Services

The Section: Development is a section within the municipality that is responsible to manage the approval of engineering services and the implementation stages of all new developments in the municipality, to ensure that the impact on municipal services and the environment is adequately and responsibly mitigated. Additionally, this section is required to facilitate development to promote economic growth, stimulate job creation, expand the municipal revenue stream (DCs and new property rates), and ensure development contributes to the achievement of the strategic goals of the municipality, using the following activities:

- The approval of new developments and monitoring and control of engineering projects implemented by developers:
- Provides ongoing technical support and guidance to ensure responsible and successful development;
- Plan, organise, coordinate and control the activities, procedures and outcomes associated with the evaluation and approval of land use and building plan applications, as well as the calculation and coordination of Bulk Infrastructure Development Charges;
- Plan, organise, coordinate and control the activities, procedures and outcomes associated with the engineering side of the rates clearance applications;
- Manages the implementation of specific developments and DC-linked infrastructure projects to ensure capacity for new developments; and

- Develops and provides input into strategic documents, policies and guidelines related to the engineering aspects of development.

During the 2021/22 financial year, the Section: Development managed DC projects expenditure of R5.5 million and achieved a DC income of R 30.1 million.

To provide more perspective to the above, the monthly and annual applications are summarised in the table below:

Table 182: Land-use Applications

Activity	2021/2022												Total
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Building Plans- Received	63	77	75	66	98	61	39	73	98	80	151	87	968
Building Plans- Commented on within 14 days	20	43	49	36	44	22	14	50	48	59	124	20	529
% within deadline (Target = 50%)	32%	56%	65%	55%	45%	36%	36%	68%	49%	74%	82%	23%	55%
Land-use Applications - Received	16	5	18	9	8	9	7	12	20	11	17	15	147
Land-use Applications - Commented on within 30 days	8	2	7	6	4	5	5	8	14	3	12	11	85
% within deadline (Target = 35%)	50%	40%	39%	67%	50%	56%	71%	67%	70%	27%	71%	73%	58%

COMPONENT C: PLANNING AND ECONOMIC DEVELOPMENT

3.14 Town- and Spatial Planning

a) Stellenbosch and an appropriate approach to spatial development and management

The *m*SDF is a core component of, and part of the Integrated Development Plan as stipulated in Section 26(e)of the MSA and Section 20(2) of the Spatial Planning and Land Use Management Act, 2013 (Act No. 16 of 2013) (SPLUMA). The spatial planning system in the Republic of South Africa consists of the following components:

- Spatial development frameworks to be prepared and adopted by national, provincial and municipal spheres of government;
- Development principles, norms and standards that must guide spatial planning, land use management and land development;
- The management and facilitation of land use through the mechanisms of land use schemes, i.e. zoning scheme bylaws; and
- Procedures and processes for the preparation, submission and consideration of land development applications and related processes.

Section 8 of SPLUMA stipulates that the norms and standards must, amongst others:

- Promote social inclusion, spatial equity, desirable settlement patterns, rural revitalisation, urban regeneration and sustainable development;
- Ensure that land development and land use management processes, including applications, procedures and timeframes are efficient and effective;
- Include: -
  - (i) A report on analysis of existing land use patterns;
  - (ii) A framework for desired land use patterns;
  - (iii) Existing and future land use plans, programmes and projects relative to key sectors of the economy; and
  - (iv) Mechanisms for identifying strategically located vacant or under-utilised land and for providing access to, and the use of land.

Based on the above it is clear that the *m*SDF is not just a technical document, but the strategic spatial representation of the IDP, and also should inform a capital expenditure framework ("CEF") for the municipality's development programmes, depicted spatially. The *m*SDF "as part of" and "a core component of" the IDP further "*must include sectoral requirements, including budgets and resources for implementation*", thereby guiding the municipal infrastructure and development budget. We present the critical underlying narrative here and argue that adhering to it, through numerous individual actions and decisions – across sectors of society – is at the core of managing the development and land use in Stellenbosch better, at the heart of a better future for all.

"Stellenbosch Municipality is a special place; all of it … its various settlements, its nature areas, farms, education institutions, its innovative corporations, small businesses, its places to visit, its places to live, its festivals, its history … its people. In terms of its space – activities in space, landscapes, urban places, streets, and buildings – Stellenbosch Municipality continue to impress and bring opportunity, joy, and contentment; in different ways, to visitors and residents alike. Many would love to live here, work here, or visit more often. Stellenbosch Municipality has been judged as a place of high opportunity. Numerous factors combine to a recognition that this place can contribute more

to growing societal needs, in its region and our country. If one lives here, the chances are that one can make a good livelihood. Stellenbosch Municipality is truly a place of opportunity.

Many who live within the municipal area do not have adequate shelter, or the opportunity to work. Many study here, but cannot enjoy university life to its full extent, because there is a limited residential opportunities for students. Then again, many struggle in traffic every day, on congested roads, wasting time and money for fuel, even if privileged enough to own a private vehicle.

Stellenbosch Municipality's challenges increasingly impact on all, albeit in different ways. Citizens respond to challenges differently. Many owners of agricultural land have indicated a desire to develop their land for other, predominantly urban activities. These thoughts already involve a large land area, comparable to the size of Stellenbosch town. Others, tired of waiting for a housing opportunity here or elsewhere – and government support – invade land, staking a claim, the right to a place to live, on virgin land, even if the land is not suitable for development because of its agricultural and / or environmental value, is prone to risk, or allocated to someone else. Some, with the necessary material means, elect to close themselves off, to obtain a place to live in gated communities, secure from perceived threat to body and property.

The Stellenbosch Municipal Area grows, both naturally, and because more people are attracted here. Those drawn include the poor, middle- to higher-income groups, and large corporations. Stellenbosch Municipality has a special quality of accommodating hope, good opportunities, and a better life; the perception is that your needs can be met faster, your children can get access to a school promptly, or, your journey to work will be less cumbersome.

In terms of how we manage development and space, we know what direction to take. We know that we should adopt a more precautionary approach to nature and agricultural land, we know that we should contain and compact settlements, we know that we should provide more choice in shelter and housing opportunities, and that we should focus on public and non-motorised transport.

This knowledge is also embedded in policy, from global conventions to national, provincial and local frameworks, including the Stellenbosch Municipal Integrated Development Plan that include the Stellenbosch Municipality Spatial Development Framework, 2019, the legal plan which directs the municipal budget and resource allocation. It requires new ways of thinking, acting, living and doing. Higher densities, leaving the car, more interaction between groups of society sharing public space, more partnership in unlocking development opportunity, and so on.

The potential of Klapmuts to accommodate enterprises, dependent on good intra- and inter-regional logistic networks is acknowledged. Landowners realise that overcoming the resource constraints, infrastructure constraints, and the cross-subsidisation required for more inclusive development – the extent of energy needed – necessitates joint work, joint planning, and implementation of a scale and nature not yet experienced in Stellenbosch. Corporations realise that they have broader responsibility – not only in contributing to good causes concerning nature, education, or the arts, but in actively constructing better living environments. We realise that we have to forge, establish and maintain active working partnerships to make our towns better. We also have the benefit of history. In times past, we have, as Stellenbosch Municipality, changed our destiny, did things for the better. Starting with an individual idea, a thought, often through an individual, great things were done. With such ideas and actions, the town established a university, saved historic buildings and places, launched cultural celebrations with broad reach, safeguarded unique nature areas, provided families with homes, begun corporations with global reach. When a fire destroyed homes, they were rebuilt promptly with collective energy and purpose. When children needed schooling, and government could not provide, some established schools.

Often, these initiatives started outside of government, albeit assisted by the government. They were started by those who thought beyond current challenges, without necessarily being able to project outcomes over time in full. They just understood that one step might lead to another. Not all the technical detail was resolved, not everything understood in its entirety. They merely acted in terms of core principles. As matters unfolded and new challenges emerged, the principles guided them.

The mSDF, 2019 recognises that the spatial decisions and actions of many make what settlements are. It asks us to understand that plans cannot do everything, predict everything. It asks all to consider action with a few core beliefs, principles, or concepts, geared towards the common good.

b) Specifically, it asks us to consider seven principles:

1. ***First, maintain and grow the assets of Stellenbosch Municipality's natural environment and farming areas.***

Humanity depends on nature for physical and spiritual sustenance, livelihoods, and survival. Ecosystems provide numerous benefits or ecosystem services that underpin economic development and support human well-being. They include provisioning services such as food, freshwater, and fuel as well as an array of regulating services such as water purification, pollination, and climate regulation. Healthy ecosystems are a prerequisite to sustaining economic development and mitigating and adapting to climate change. The plan provides for activities enabling access to nature and for diversifying farm income in a manner which does not detract from the functionality and integrity of nature and farming areas and landscapes.

2. Second, 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.

Cultural heritage underpins aspects of the economy and differentiates places. Culture is a dynamic construct; forever emerging in response to new challenges, new interactions and opportunity, and new interpretations. Spatially, we must organise Stellenbosch in a manner which also sets the stage for new expressions of culture.

3. Third, within developable areas – areas not set aside for limited development owing to its natural or cultural significance – allow future opportunities to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented or expanded.

Infrastructure represents significant public investment over generations, not readily replicated over the short term. It represents substantial assets for enabling individual and communal development opportunities of different kinds. From a spatial perspective, movement systems are particularly significant. Elements of the movement system, and how they interconnect, have a fundamental impact on accessibility, and therefore economic and social opportunity. Specifically, important is places of intersection between movement systems – places which focus human energy, where movement flows merge – and where people on foot can readily engage with public transport.

4. Fourth, clarify and respect the different roles and potentials of existing settlements.

All settlements are not the same. Some are large, supported by significant economic and social infrastructure, offer a range of opportunities, and can accommodate growth and change. Others are small and the chance to provide for growth or change is minimal. Generally, the potential of settlements to help change and growth relates directly to their relationship with natural assets, cultural assets, and infrastructure. We must accommodate change and growth where existing assets will be impacted on the least or lend itself to generating new opportunities.

5. Fifth, address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunities related to natural assets, cultural assets, infrastructure, and the role of settlements.

We must meet human need in areas where the assets of nature will not be degraded, where cultural assets can be best respected and expanded, and where current infrastructure and settlement agglomeration offers the greatest opportunity. Generally, we can help human needs in two ways. The first is through infill and redevelopment of existing settled areas. The second is through new green-field development. We need to focus on both while restricting the spatial footprint of settlements outside existing urban areas as far as possible.

6. Sixth, pursue balanced communities. All settlements should be balanced.

That means they should provide for all groups, and dependent on size, a range of services and opportunities for residents. It also says they should provide for walking and cycling, not only cars.

7. Finally, focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

Planning cannot attempt to treat all areas equally. Some areas offer more opportunities for more people than others. We need to focus on the areas and actions where a significant number of people will benefit, and where we will meet their needs. There is also a need to focus on areas of 'deep' need, notwithstanding location, where limited opportunity poses a risk to livelihoods. Some informal settlements and poorer areas may not be located to offer the best chance for inhabitants, yet services need to be provided and maintained here. However, significant new development should not occur in these places, exacerbating undesirable impacts or further limiting the opportunity for people to pursue sustainable livelihoods. Spatial plans are 'partial' frameworks for action. They deal with space. Command of space is not enough to develop or manage a settlement in the interest of all. Each spatial principle, each concept, requires parallel actions in other sectors, including how we form institutions for execution, how we transport people, how we fund things, where we focus resources, and so on. The spatial principles must help us to think through these implications, action by action, decision by decision."

c) Future settlement along the Baden Powell Drive-Adam Tas-R304 corridor

As indicated above, over the longer term, Muldersvlei / Koelenhof and Vlottenburg along the Baden Powell-Adam Tas-R304 corridor could possibly 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.

d) Other local planning initiatives

Ideally, each of the settlements in SM should have an LSDF, applying the principles of the *m*SDF in more detail. The priority for LSDFs should be determined by the position and role of settlements in the SM settlement hierarchy but should start with the Adam Tas Corridor Development Area and Klapmuts.

e) Institutional Arrangements

The Stellenbosch Municipality has limited staffing resources within the Directorate: Planning and Economic Development, which include the departments of Development Management (Land Use Management and Building Development Management); Development Planning (Spatial Planning, Economic Development and Tourism, Development Information ("GIS") and Heritage Resource Management) and Integrated Human Settlements (Housing Development, Informal Settlements and Housing Administration).

Although, the municipality appointed two (2) Senior Managers in the position for Development Management and Development Planning in 2020, the position of the Senior Manager: Integrated Human Settlements is an unfunded post and remains vacant. 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).

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

- The extent to which the main argument and strategies of the *m*SDF are incorporated into annual reports, annual IDP reviews, future municipal IDPs, and so on;
- The annual review of the *m*SDF as part of the IDP review process;
- The extent to which the main argument and strategies of the *m*SDF inform sector planning and resource allocation;
- The extent to which the main argument and strategies of the *m*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 *m*SDF and national, provincial and regional plans, programmes and actions (including the extent to which *m*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 *m*SDF.

f) Inter-municipal planning

The first relates to inter-municipal planning. As indicated elsewhere in the *m*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 Municipality 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.

g) 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 *m*SDF or implement associated strategies and plans;
- Many matters critical to implementing the *m*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 the *m*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 *m*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.

h) Land Use Management

Continually ensure timeous consideration of land-use applications to streamline development processes. Municipality to strengthen integrated development planning, spatial planning and economic planning. The Department: Development Management has made significant strides in addressing and reducing the backlog i.r.o. the processing of land use applications. The number of

land use applications classified as backlog applications has been reduced significantly, which in turn has the resultant impact of creating economic development opportunities within the Stellenbosch Municipality.

The table below indicates the capital expenditure for the Department: Planning and Development Services as at 30 June 2022.

Table 183: Capital Expenditure as at 30 June 2022: Department: Planning and Development

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Furniture, Tools and Equipment: Building Development	187	168	9.81
Furniture, Tools and Equipment	243	184	24.25
Furniture, Tools and Equipment	143	143	0
Furniture, Tools and Equipment	124	107	13.43

The Departments: Planning and Development have spent 87% of the capital budget for the financial year.

The table below indicates the total number of employees in the Department: Development Planning as at 30 June 2022.

Table 184: Total number of employees in the Department: Development Planning

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	2	2	0	0
9 – 13	6	6	0	0
4 – 8	5	5	0	0
3 – 0	0	0	0	0
Total	**14**	**14**	**0**	**0**

The table below indicates the highlights and challenges experienced within the department as at 30 June 2022.

Table 185: Performance Highlights- Department: Development Planning

Highlight	Description
Local Spatial Development Framework for the Adam Tas Corridor	SM commenced the process to prepare a local spatial development for the Adam Tas Corridor (ATC LSDF) at the start of 2021, which is a catalytic project listed in the *m*SDF. The ATC LSDF was completed in September 2021 and went through a rigorous public participation process and be submitted to the Council for approval in October 2022.
Adam Tas Overlay Zone	The preparation of the ATC LSDF included drafting a concept overlay zone. The draft overlay zone will be submitted to the Council for adoption by 31 March 2023.
Correction to the *m*SDF (2019)	Following a legal challenge to an application that was refused based on the strength of the approved *m*SDF, anomalies were detected in the *m*SDF. These anomalies refer to the written text and certain tables in the *m*SDF which were discussed in Council with the consideration of the *m*SDF but not recorded in certain tables in the *m*SDF. The *m*SDF with the correction to the tables, as instructed by the Council in 2019 was, again approved by the Council in May 2022.
Amendments to the *m*SDF	The department embarked on a process to ensure a better alignment of the strategic and higher-order plans of the municipality with the approved *m*SDF which may require the review and / or amendment of the *m*SDF. Council approved the process plan for the revision of the *m*SDF on 29 November 2021 and 30 March 2022.
Inclusionary Zoning (Housing) Policy	The approved *m*SDF proposed that an Inclusionary Zoning (Housing) policy be drafted through which the delivery of more affordable housing within new developments and/ or targeted areas

Highlight	Description
	can be delivered. The drafting of the Inclusionary Zoning Policy is undertaken in-house. A draft report was prepared and submitted to the Municipal Manager. The Inclusionary Zoning policy is being drafted with the assistance of DEA&DP and the Development Action Group (DAG) with input from a peer-review group from the Lincoln Institute. The Inclusionary Zoning policy will be submitted to the Council for approval to advertise by the latter part of 2022.
Housing Market Study	As part of the prerequisites of drafting an Inclusionary Zoning Policy, a housing market study was undertaken with the funding and assistance of DEA&DP and DHS to analyse the housing market in Stellenbosch town. A better understanding of the housing market is required to feed into and inform the Inclusionary Zoning Policy to enable the municipality to target the correct sector in the market to ensure the delivery of new affordable housing in the income bands where the need is the greatest.
Feasibility studies for land / building acquisition	Two studies for a property that potentially can my obtained by the Council, one that identified land in Klapmuts and the other a key property and building in the historical core of Stellenbosch, were completed and submitted to management for consideration. Both studies were completed in the first semester of 2022.
Precinct plan for the Rhenish complex	The Section: Spatial Planning prepared an urban design study and precinct plan for the Rhenish Complex in Stellenbosch setting out the potential measures to preserve, develop and activate the Rhenish Complex. The studies were completed in the last quarter of 2021 and will be taken through the public participation process, as soon as Council approves the draft to be advertised.
Intergovernmental relations	DEA&DP took the initiative to arrange for quarterly Intergovernmental Relations meetings for municipalities falling within the Greater Cape Metropole. The meetings have the mandate to discuss common issues and cross-boundary matters. The meetings are attended by all senior staff in the department.

3.15 Performance Challenges

Table 186: Performance Challenges- Department: Development Planning

Challenge	Actions to address
Approval of the ATC Overlay zone	The public participation process and ultimate approval of the ATC Overlay zone will be challenging. Landowners and developers are anticipating the approval of the overlay zone as this can and will be a major incentive towards activating the development of the ATC.
Approval of the Inclusionary Housing Zoning Policy	Stellenbosch will be the first town (except Johannesburg) to approve an Inclusionary Zoning Policy. The policy will require that developers must contribute a certain percentage of the housing delivery to a specific income band (affordable) in exchange for offset incentives (i.e. Up-zoning, density bonus, etc.). There is a real risk that developers will view this requirement as a penalty and considerable opposition can be expected from some developments. The process of obtaining Council approval with the support of developers will be challenging and may be challenged in a court of law.
Capacity	The total staff component of the Section: Spatial Planning amounts to four (4) officials, consisting of a Manager, a Senior Planner, and a Spatial and Administrative Officer. With the increase in projects undertaken in-house, as well as the need to develop LSDFs for each smaller town, as well as for the "Bosdorpe", and also to facilitate and lead the implementation of the *m*SDF. Catalytic projects and the LSDF are currently placing the department under severe pressure. The Department: Development Planning notes that the organogram approved in 2017 does not meet the requirements to successfully fulfil the functions and mandate required by the Section, and must be urgently reviewed and amended.
COVID-19	The impact of the COVID-19 pandemic on the performance of the department posed a challenge that had to be dealt with. As many engagements with clients and colleagues were in-person in the past the department had to adapt to online meetings in general. Public participation can be particularly difficult if undertaken online due to difficulty with connection problems, load shedding and access to computers – particularly amongst the less affluent communities. Working from home was one of the measures that were implemented with varying success.
Load shedding	Load shedding created havoc in the workplace as the office of the department is not equipped with electricity-generating support.

3.16 Local Economic Development (LED)

The table below indicates the highlights within the Section: LED and Tourism.

Table 187: LED Achievements

Achievement / Highlight	Description	Financial years			
		2018/19	2019/20	2020/21	2021/22
Business Interventions	Business registrations	37	37	29	n/a
	Municipal Jobseekers Database Registrations	27	n/a	181	1 767
	Advice to walk-ins	1 795	n/a	334	19
	Workshops	12	15	1	0
	Business Licences	13	2	22	19
Informal Trading	The Section: Economic Development and Tourism have several informal trading sites that were completed in the 2021/22 financial year. The completed sites are: • Cloetesville; • Kayamandi; and • Klapmuts. The only site not operational yet is Groendal, but this will be operational within the new financial year.	n/a	n/a	n/a	3
Enterprise Development and Support	Training for Stellenbosch - based entrepreneurs did exceptionally well in the 2021/22 financial year. The municipality partnered with Ranyaka and Stellenbosch Network and provided eleven (11) SMME training and mentoring workshops during the 2021/22 financial year. The types of training and mentorship programmes delivered were as follows: • SALGA training: Rural Entrepreneurship Development Programme; • Construction Information Session; • SARS Workshop; • 5 x Google Workshops; • Canva Training; • Costing and Pricing Workshop; and • Marketing Workshop. The Unit has also been very active with the processing of informal trading permits ensuring an active micro business trading in Stellenbosch.	n/a	n/a	3	11
Vacant Agricultural Property	Two (2) vacant land that was advertised during November / December 2020 is currently being evaluated in line with the Policy on the Management of Municipal Agricultural Land. The Municipal Council in July 2021 approved the re-establishment of the Operational Committee and will assist with the evaluation of the applications received to provide recommendations to the Council for the allocation of the land parcels. Land parcels will only be awarded in the 22/23 financial year.	n/a	n/a	2	n/a

3.16.1 Economic Development and Tourism Challenges

The table below gives a brief description of all the challenges within the Section: Economic Development and Tourism during 2021/22.

Table 188: LED Challenges

Description	Actions to address
Human Resources are insufficient to drive an effective economic development and tourism programme.	The current organogram for the Directorate: Planning and Economic Development remains a huge challenge, coupled with the high vacancy rate, especially within the Section: Economic Development and Tourism. This high vacancy rate makes it extremely challenging for the section to perform its function to create and coordinate the creation of an enabling environment within the economy of the Stellenbosch Municipality. The department has submitted its job descriptions as per the current organogram, and the outcomes were appealed by the department. The department has noted that a review of the organogram is required and that the job descriptions must be drafted and evaluated under the New Staffing Regulations. The department has advertised the funded vacant posts and it was found that the current salary offering does not lure the required experienced, qualified and well-trained staff to enable the Section to perform its functions.
Implementation of Infrastructure Projects	The section is currently partnering with the Project Management Unit of the municipality to implement the Kayamandi Taxi Rank. The Section does not implement any further infrastructure projects as this is not the constitutional mandate of the section.

3.16.2 EPWP Job Creation 2021/22

The Expanded Public Works Programme (EPWP) met the expected target of 1 300 as planned for the year 2021/22 with an actual of **1 439** job opportunities created.

The table below illustrates the job creation through the EPWP for the 2021/22 financial year.

Table 189: Job Creation through EPWP Projects

EPWP Projects	Number of jobs created
External EPWP Grant Projects	
IG: EPWP SPORT CLERK	2
IG: SCHOOL SAFETY PATROLS	15
IG: CEMETERIES	8
IG: CLEANING OF LIBRARIES	2
IG: EPWP JONKERSHOEK SEASONAL CLEANERS	6
I.G TITLE DEEDS	6
I.G CLEANING OF STORMWATER	10
IG: CLEANER and SECURITY INFORMAL TRADING SITE	35
IG: FIRE AND DISASTER	14
IG: EDT	25
IG: WARD OFFICE	21
IG: DISASTER FIELD WORKERS	10
IG: JAN MARAIS NATURE RESERVE	3
IG: LAW-ENFORCEMENT	8
IG: COMMUNITY DEVELOPMENT	1
IG: EPWP COMPLIANCE ENFORCEMENT	2
IG – LEANERSHIPS / INTERNSHIPS	6
Total Projects: 17	**Total Jobs: 174**
Municipal Funded Projects	

EPWP Projects	Number of jobs created
TRAFFIC SERVICES ASSISTANTS AND GENERAL WORKERS	7
EPWP ENVIRONMENTAL CLERK	1
AREA CLEANING	571
FOREST GUARDS	61
CLEANING OF RENTAL STOCK MAINTENANCE	28
ABLUTIONS IN INFORMAL	20
PARKS DEVELOPMENT, SAFETY AND BEAUTIFICATION	24
NKANINI	25
BSM CLEANING OF CBD	33
RECYCLABLE WASTE COLLECTION OF THE RECYCLABLE MATERIAL AT MRF	25
ADMINISTRATION (TRAs) and EMERGENCY UNITS	8
INTEGRATED FIRE MANAGEMENT	12
MOUNTAIN TRAILS	9
INTEGRATED RIVER MANAGEMENT	11
MUNICIPAL STORES	2
BIODIVERSITY VELD REHABILITATION	10
EPWP MACHINE OPERATORS MUNICIPAL HALLS	4
COVID-19 RELIEF PROTOCOL	2
ORNAMENTAL HORTICULTURE -BEAUTIFICATION	39
DATA CAPTURING and ELECTRONIC FILLING	3
PARKS FRANCHHOEK	37
PARKING MARSHALLS	102
RENTAL STOCK	2
TITLE DEEDS	1
CLEANING OF OFFICE COVID-19 RELIEF	4
RENTAL STOCK MAINTENANCE	2
MUNICIPAL STORES	2
WATERGANG INFORMAL SETTLEMENT	28
ELECTRONIC DATA CAPTURING	2
ASLA CONSTRUCTION (PTY)LTD	10
KAYAMANDI CORRIDOR	11
BASELINE CIVIL CONTRACTORS	31
IBHUNGA CLEANING and BRICKS PAVING and PAINTING	31
NPK REFURBISHMENT	7
Total Projects: 34	**Total Jobs: 1 165**

Table 190: Jobs created per area

Jobs created per area					
Stellenbosch and Surrounds	**Kayamandi**	**Franschhoek and surrounds**	**Dwarsriver Valley**	**Klapmuts**	**Rural areas**
405	547	111	41	74	34

3.16.3 Tourism

a) Aim and function of the Tourism Section:

- Contextualise the strategic goals of tourism promotion and development funding;
- Regularise the operational functioning of external bodies appointed or supported by the municipality in its constitutional mandate toward both tourism and economic development;
- Ensure coordination of the activities of the funded entities;

- Ensure efficient oversight of funding and outcomes;
- Acknowledge and leverage private sector and independent initiatives;
- Develop sustainable tourism events and brands;
- Enable sponsorship opportunities for the commercialisation of events, brands and other opportunities;
- Smooth cyclical tourism numbers by establishing developing and implementing off-peak tourism products and initiatives;
- Develop and package opportunities and venues for business tourism;
- Enable market participation for local businesses;
- Enable training, mentorship and employment opportunities for local citizens; and
- Quantify return on investment into events and funded entities.

b) Highlights:

- The impact the Support Stellenbosch Campaign had on keeping the tourism sector afloat during the COVID-19 pandemic, which primarily focuses on domestic tourism and ensuring the patrons visit Stellenbosch was hugely successful in comparison to other tourist destinations within the Cape Winelands District;
- Visit Stellenbosch partnered with the municipality to improve the tourism experiences and attributes within the Dwarsrivier Valley, which involved engagement with the major tourism and events stakeholders within the Dwarsrivier; and
- A Memorandum of Agreement was signed with Visit Stellenbosch and Franschhoek Wine Valley Tourism based on the policy for funding organisations rendering a municipal function with the condition to integrate the sector and ensure new entrances into this sector are supported and developed.

The table below indicates the capital expenditure for the Section: Economic Development Tourism as at 30 June 2022.

Table 191: Capital Expenditure as at 30 June 2022: Section: Economic Development and Tourism

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Establishment of Informal Trading Sites: Kayamandi	6 593	1 411	78.61
Furniture Tools and Equipment	259	181	29.81
Only the 5 largest capital projects are listed			

The Section: Local Economic Development and Tourism has spent 23% of the capital budget for the financial year.

The table below indicates the total number of employees in the Section: Economic Development and Tourism as at 30 June 2022.

Table 192: Total number of employees in the Section: Section: Economic Development and Tourism

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	0	0	0	0
14 – 17	1	1	0	0
9 – 13	4	2	2	50%
4 – 8	3	2	1	33.3%
3 – 0	0	0	0	0
Total	**8**	**5**	**3**	**37.5%**

3.16.4 Heritage and Resource Management

The Section: Heritage Resources Management is mandated to enable, facilitate and manage cultural heritage development within the Stellenbosch municipal area through the formulation and implementation of long-term cultural heritage plans, strategies, policies and guidelines, which are appropriately integrated with the applicable sectoral plans of the municipality and aligned with the requirements of the National Heritage Resources Act, Act 25 of 1999.

Part of this work was to update the Stellenbosch Municipality Heritage Inventory, which was done in partnership with the Stellenbosch Heritage Foundation. The municipality intends to further expand on this partnership to ensure that the heritage inventory is continually updated.

The Section has also undertaken a process to review and amend the Stellenbosch Municipality Signage, Advertising and Poster Bylaw with the Directorate: Engineering Services. This bylaw will be adopted and promulgated during the 2022/23 financial year.

3.16.5 Geographic Information Systems (GIS)

The Section is responsible for managing, coordinating and controlling the professional and technical processes associated with Geographic Information Systems (GIS) in respect of the municipality, Management of Information Systems (MIS) through research and evaluation of best practices and cost-effective approaches and provides guidance and advice on the functionalities to internal departments to ensure that broader goals and service delivery objectives are accomplished and quality and professional standards maintained per agreed timeframes, budgets and appropriate legislation.

The Section has assisted the Directorate: Planning and Economic Development with the development of the electronic and online submission of building plans- and land use applications. Through this process, the Section have developed the Building Plan Application Management System ("BPAMS") and the Town Planning Application Management System ("TPAMS"). These systems will provide residents and potential developers to submit their development applications online, and also monitor the progress of their respective applications.

Currently, BPAMS is fully operational and will be launched with TPAMS during the next financial year.

COMPONENT D: COMMUNITY AND SOCIAL SERVICES

3.17 Libraries

Libraries are a significant aspect of society that without exception benefits a cross-section of communities. These not only include the local communities and students but also individual entrepreneurs and small business owners. Small businesses are a core ingredient to a thriving community with a strong economy. Libraries offer services to entrepreneurs that aim to provide both business support and a foundation to keep the talent and energy of these small business owners local.

Developing and expanding programmes and services for entrepreneurs' libraries boost and sustain the development of community economies. Economic, literacy and numeracy development is a priority of the country and locales. Post-COVID-19, the Stellenbosch libraries continue to innovate for 21st-century 4IR literacy and numeracy which would impact and develop the economy. Libraries continue to demonstrate their current and future relevance in a changing world.

Another important focus of the Section: Libraries over the last year was that of the Early Childhood Development Services and resources.

"The most effective way to mitigate the risk factors is to give children living in poverty access to essential early childhood services, such as early learning opportunities, during early childhood" (Berry, Biersteker and Dawes, 2013:26; Biersteker, 2012:53).

Sustainable Development Goal 4 speaks to quality Early childhood Development education. In the South, most pre-school children find themselves in impoverished situations. Families cannot afford to be the sole providers of play-based early learning opportunities. This has resulted in a very successful programme being rolled out at the Groendal Library.

The success of this programme has resulted in the nomination of the library by SAHA and DCAS to showcase the municipality's ECD programmes within the community, at the 2021/22 DUBAI EXPO in Dubai.

Table 193: Total number of libraries

Item	Description	Total number
Libraries in the WCO24 Area	**Public Libraries:** • Kayamandi, Cloetesville, Ida's Valley, Jamestown, Stellenbosch, Pniël, Groendal and Franschhoek	8
	• School / Public Libraries • Koelenhof and Klapmuts	2
Library staff (Permanent)	Library Manager	1
	Senior Librarians	4
	Senior Library Assistant	4
	Library Assistants	22
	Library Aid / Cleaner	8
	IT Cadet	1
	Admin Assistant	1
	Book Shelver	1
Vacancies (including Conditional Grant Funded vacancies)	Senior Librarians	4
	Senior Library Assistant	3
	Library Assistants	13

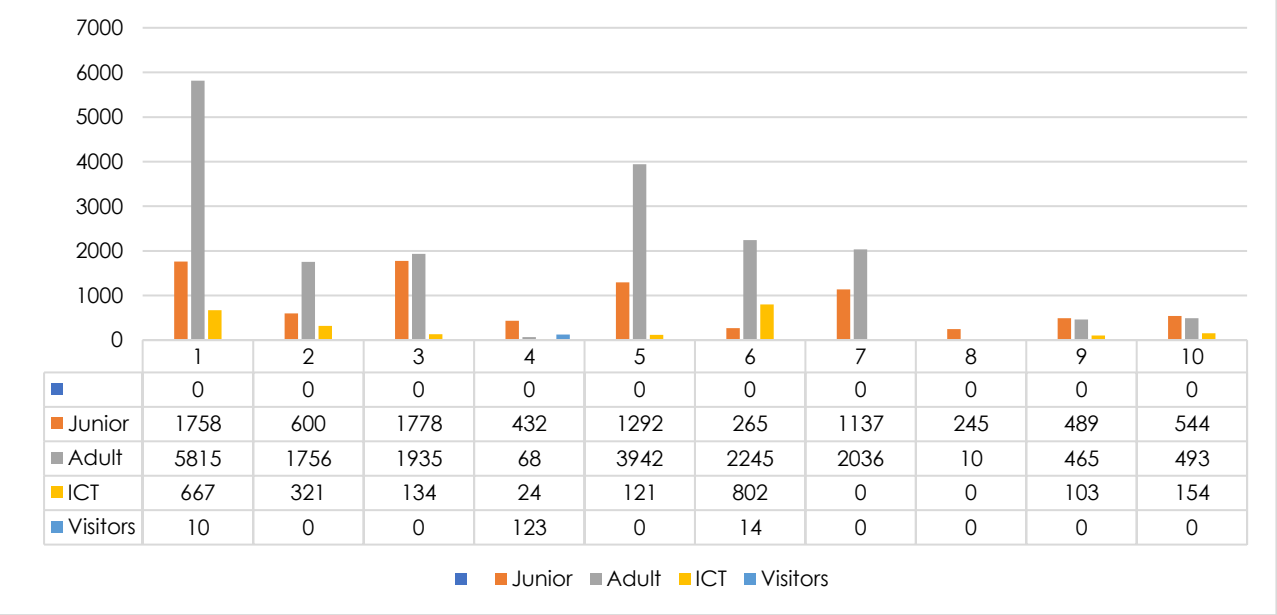
Item	Description	Total number
	Library Aid / Cleaner	3
	IT Cadet	1
	Admin Assistant	1

Municipal libraries were closed due to the COVID-19 pandemic and have still not recovered from the results of this closure. Libraries are continually repackaging and repurposing services and information. The Section: Libraries have embarked on a major marketing programme to bring "feet" back into the libraries again. The municipality has also considered requests from communities and with the assistance of DCAS have introduced an E-Book service to the public.

Library halls are once again being used by the public as well as for library-related marketing activities.

The graph below illustrates the membership statistics for the year under review.

Figure 46: Libraries membership statistics



	1	2	3	4	5	6	7	8	9	10
	0	0	0	0	0	0	0	0	0	0
Junior	1758	600	1778	432	1292	265	1137	245	489	544
Adult	5815	1756	1935	68	3942	2245	2036	10	465	493
ICT	667	321	134	24	121	802	0	0	103	154
Visitors	10	0	0	123	0	14	0	0	0	0

The Section: Libraries has over the last year formed many public and private partnerships with the communities within the WCO2 Area.

Table 194: Libraries partnerships

Cloetesville		
Chennels Day care	Day Care	A partnership with the Day Care to create a love for books through literacy activities in the form of storytelling, puppet shows and song and dance activities.
Little builders Crèche	Crèche	Assist with the promotion of literacy and numeracy by introducing 3 – 5 years toddlers to books and other ECD activities such as puzzles, lego and storytelling.
Kayamandi		
Loxtion Foundation		Loxtion Foundation assists the Kayamandi community. They create opportunities to discover talent amongst township youth and give them a platform to grow.
Pniël		
Dwarsrivier Tourism		Partnering to bring services to the community of Dwarsrivier. Hosting the event to enrich the community.

Community development		The partnership aimed at bringing various services to the community of Dwarsrivier. Hosting the event to enrich the lives of the community.
Groendal Library		
Inceba Trust	Mother and Child Book sharing	Focus on training illiterate parents to do book sharing with their children / grandchildren by looking at the pictures and telling the story.
Inceba Trust	Training of ECD employees	Inceba Trust is responsible for the training, whilst Groendal library assists with storytelling and recommending books per theme.
Adopt-A-Crèche	Outreach to underprivileged children from an informal settlement	Teaching children, basic hygiene, literacy and numeracy skills by exposing them to ECD / crèche activities. Inceba train the parents w.r.t. the Parent and Child Book Sharing Programme.
Inceba Trust Toy Library	ECD Toy Library	The aim is to incorporate the Toys into the ECD section at Groendal Library. As part of this initiative, free training will be presented to Stellenbosch Library staff i.t.o. ECD programmes / activities and the usage of educational toys.
ECD / Crèches	Wemmershoek, La Motte, Groendal, Langrug, Bosbou areas	17 crèches are receiving block loans for books linked to their weekly theme. 2 visits per month for block loans and 1 storytelling / outreach per month are presented at each crèche.
CWP Community Work Programme	Unemployed people employed through the CWP initiative	The Community Work Programme (CWP) is a government programme aimed at alleviating poverty and curbing unemployment. The work rendered by the CWP workers includes cleaning the Library, tidying shelves, assist with preparing new library material (covering of books, tattle-tape etc.). The garden and outside areas are also maintained and cleaned by the workers.
READ-TO -LEAD	Literacy Project in Partnership with BED students: Stellenbosch University	A group of postgraduate Bachelor of Education students assist learners at schools to promote literacy and numeracy at schools.
Franschhoek Literacy Festival / Nali'Bali	Storytelling workshop	The workshop is aimed at exchanging ideas / guidelines for pre-school and primary educators / librarians and authors
ECD / Crèches	ECD creches in Groendal area: "Informal creches "	ECD Centres / Crèches are invited to make use of the educational toys / books at the Groendal Library.
Groendal Housebound members	Book exchanges to housebound / elderly patrons	Bringing the Library to the community. Visits are done twice a month to deliver library material to the housebound. Visit new potential members to form part of the outreach.
Community of Groendal	Friends of the Library	Currently in process of establishment: "Friends of the Groendal Library."
Maker-space	Children Gr R – Gr 12	Currently in Discussions with Groendal Primer and retired educators in the Groendal / Franschhoek area to assist with the rolling out of the "Makerspace" programme. The focus will be on S.T.E.M (Science, technology, Electronics, Mathematics). The idea is to expose the children to science, mathematics, technology and electronics. The Programme will be linked to the school curriculum.
Hospice Stellenbosch		Partnering to bring services to the community of Dwarsrivier. Hosting activity events to enrich the lives of the Hospice community. And promote wellness within the community.
Stellenbosch Traffic Department		Partnership with the traffic department to teach young children about the importance of road safety.
Read to rise		Partnering with Read to rise organisation to promote reading in young children.
Franschhoek		
Dennegeur Agri Village	Crèche	Bringing the Library to the farm children. Storytelling and activity are done 2 x a month.
Franschhoek Museum	Combined programmes	A combined effort to do outreach and literacy programmes.

Table 195: Library Services

Type of service	2018/19	2019/20	2020/21	2021/22
Libraries				
Number of libraries	9	11	10	10
Library members	142 616	26 293	28 620	264 07
Books circulated	323 200	192 503	53 025	145 567
Exhibitions held: Adults	312	304	225	356
Exhibitions held: Children	316	232	160	176
Internet access points	32	36	20	20
Internet sessions granted to library users	53 013	17 818	5 406	8 067
Children's programmes	243	447	25	219
Number of children attending programmes	4 512	11 121	458	435
Visits by school groups	254	47	18	45
Book group meetings for adults – old age homes	102	128	0	100
Primary and Secondary Book Education sessions	975	25	7	3
Patrons visits @ Library	398 200	271 621	56 548	45 652
Library Hall usage	356	545	48	400
Total number of Project and Pamphlet files developed	N/A	696	170	176
Total number of books reviewed	N/A	214	209	198
In-House usage	N/A	77 783	1 868	2 456
Book group meetings for adults – old age homes	N/A	128	0	34
Primary and Secondary Book Education sessions	N/A	25	0	2

Libraries partnerships

The table below indicates all the libraries and its partnerships within the Stellenbosch area.

Table 196: Libraries partnerships

Cloetesville		
Little Builders	Nora Tyers Crèche	Provision of support with story-time sessions and literacy activities.
Pniël		
Section: Community Development	Stellenbosch Municipality	The partnership involved hosting community outreach activities together. The target group was adults and the elderly. Held a Mental Health Wellness Day in March 2022 to highlight the effect of the COVID-19 pandemic on mental health. The library assisted the Section: Community Development with identifying speakers for the event as well as interested community members. The library provided the venue and the Section: Community Development created the programme and provided catering and gifts.
Ida's Valley		
E'Bosch Heritage Project	Existing partnership	New partnerships could not be formed due to the COVID-19 pandemic.
Groendal		
Mphozisi Qalekiso Arts Foundation	Existing Partnership	Worked together to celebrate Africa Day in Groendal.
Kayamandi		
Loxton Foundation	Existing Partnership	Partnership to encourage youth to read and write poetry.

Stellenbosch / Jamestown / Franschhoek / Klapmuts / Koelenhof / Kayamandi
READ TO LEAD

Challenges facing Libraries

The combination of severe budget cuts and a moratorium on filling staff vacancies are making it harder for public libraries to keep technology updated, provide basic library resources, fund new projects, repair and maintain library buildings or just keep the library service available for the public.

It is evident that more people are turning to digital resources like eBooks, podcasts and online databases for their information however this doesn't mean that libraries are becoming obsolete. The municipality finds itself repacking and repurposing information and resources. With the assistance of Provincial Library Services, the municipality can offer an e-book service to the patrons.

However, with community needs for change and the introduction of digital services, the municipality is faced with the challenge of qualified and skilled staff. Libraries are highly under-resourced in terms of qualified personnel, and physical and digital resources which ultimately results in low patronage of library facilities.

The move to digital and non-print technologies will ensure patron engagement with libraries way into the future.

The table below indicates the capital expenditure for the Section: Library Services as at 30 June 2022.

Table 197: Capital Expenditure as at 30 June 2022: Section: Library Services

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Cloetesville: Furniture, Tools and Equipment	34	12	64.95
Libraries: Small Capital	115	70	38.88
Library Books	170	149	12.15
Upgrade Stellenbosch Library	2 302	275	88.05
Upgrading: Cloetesville Library	190	75	60.65
Only the 5 largest capital projects are listed			

The Section: Libraries has spent 21% of the capital budget for the financial year.

The table below indicates the total number of employees in the Section: Library Services as at 30 June 2022.

Table 198: Total number of employees in the Section: Library Services

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	1	1	0	0
9 – 13	4	2	2	50%
4 – 8	25	23	2	8%
3 – 0	0	0	0	0
Total	**31**	**27**	**4**	**13.3**

3.18 Cemeteries

Stellenbosch Municipality is responsible for the maintenance and management of six cemeteries in the greater Stellenbosch. Jamestown, Pniël and Groendal have reached their capacity, whilst Wemmershoek and Franschhoek South and North are fully operational. Onder-Papegaaiberg Cemetery is also to capacity [only reserved graves available]. A new cemetery in Kylemore is currently being established.

Consultants were appointed (3 years + project) to assist Stellenbosch Municipality with the identification and planning of two regional cemetery sites to address the critical need for burial space within the municipality. This project is at an advanced stage of acquiring the required environmental-, water and land use approvals. All licences have been received for the commencement of the new Stellenbosch Memorial Park situated alongside the R304 planned at the site known as the Calcutta bush.

The objective of the Section: Cemeteries is to provide adequate burial space and ensure a dignified burial.

Challenges:

- the shortage of burial space;
- to convert burial records to electronic soft copies (in progress as per the five-year plan); and
- to promote alternative burial methods such as e.g., Cremations amongst various religious groups.

3.18.1 Income – Cemeteries

The table below indicates the income generated from the financial years of 2018/19 – 2021/22.

Table 199: Cemeteries Income

Gravesite locations	2018/19		2019/20		2020/21		2021/22	
	Number of Burials	Income	Number of Burials	Income	Number of Burials	Income	Number of Burials	Income
Onder-Papegaaiberg	24	R50 389	103	R87 791	35	R25 033.80	45	R47606.76
Jamestown	356	R900 294	478	R1 321 781	396	R937 642.21	324	R945 184.90
Pniël	11	R7 855	17	R13 676	5	R9 740.42	15	R4 528.10
Wemmershoek	9	R7 650	26	R27 219	9	R8 341.70	83	R18 187.41
Franschhoek North Groendal	38	R40 710	39	R11 052	18	R4 056.18	10	R46 552.08
Franschhoek South	54	R45 580	140	R80 172	30	R53 305.60	22	R109 943.04

The table below indicates the capital expenditure for the Section: Cemetery and Parks Services as at 30 June 2022.

Table 200: Capital Expenditure as at 30 June 2022: Cemetery and Parks Services

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Extension of Cemetery Infrastructure	1 011	1 007	-0.37
Purchase of Equipment	131	130	-0.40

The Section: Cemeteries has spent 99.63% of the capital budget for the financial year.

The table below indicates the total number of employees in the Section: Cemeteries as at 30 June 2022.

Table 201: Total number of employees in the Section: Cemeteries

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	0	0	0	0
9 – 13	1	1	0	0
4 – 8	3	2	1	33.3%
3 – 0	10	10	0	0
Total	**15**	**14**	**1**	**7.14%**

3.19 Child Care; Aged Care; Social Programmes– Community Development

The Section: Community Development is thankful for having been able to reach out to communities again post the COVID-19 pandemic. During engagements in the past year, it also became evident to what extent communities were hungry for interaction and reaching out to each other – albeit hesitantly at the start and from behind masks.

This was also the first year for which a formal agreement in terms of service delivery was signed between the municipality and the Department of Social Development.

Table 202: Service Statistics – Child Care, Aged Care, Social Programmes

Focus area	Description	Ward	Activity
Early Childhood Development Services / Children	• Capacity Building of ECD Practitioners; • Initiatives in awareness programmes (ECD children); • ECD Registration Compliance; • Strengthening and Establishing ECD Forums; • Transversal committees / Adhoc committees; • Awareness Programmes	All	• ECD Registration drive with 123 organisations in the ECD sector to identify and prioritise registration compliance obstacles experienced by ECDs and service organisations.
		12	• 12 ECDs assisted with Financial Management Training.
		ALL	• GIS plotting of 139 ECD Facilities
		18, 20	• Working on Fire training for 73 ECD facilities.
		3, 12-15, 18-19	• Holiday Programmes reaching 833 children.
		All	• Greater ECD Quarterly Engagement with 170 ECDs.
		1, 2, 12-15, 18	• 39 ECD Practitioners completed the Indaba Core Curriculum training by the Sustainable Institute.
		4, 6, 7, 16, 18, 19	• 27 ECD practitioners completed the Child Sexual Behaviour training
		2, 5, 12, 14, 16, 19	• 20 ECD practitioners completed the 3-year Cotlands training.
		7, 10, 12, 13	• Partial Care registration updates for 6 facilities.
		1, 2, 12-15, 18, 21	• Back to School programme reaching 685 children.
		18	• 25 Foster parents and children participated in the parenting training session with DSD.
		12-15	• Awareness session on fire safety, literacy and human trafficking with 150 children during library week.
		12-15	• 25 Gr 7 learners participated in the outreach programme Inkuthazo Yesizwe at Ikhaya Primary.
		All	• 1 278 children participated in the Child Protection Week activities.
Persons with Disabilities	Awareness and Wellness programmes Universal Access	1, 2, 12-17	• 69 persons with disabilities participated in the disabilities sport day.
		All	• The municipality participated in and published a link to the Disability Information Portal on the municipal website.
		5, 6, 12, 17, 20	• 62 youths from the community were trained in sign language.
		5, 6, 12, 13	• 100 persons were made aware of Epilepsy and how to deal with it in the community.
		5, 6, 12-15, 18	• 10 Inclusive Public Transport Surveys

Focus area	Description	Ward	Activity
			were completed.
		20	19 elderly persons attended the epilepsy awareness session.
Older Persons	Special Events and Awareness programmes	3, 4	35 elderly persons participated in a Heritage Day event.
		12-17	37 elderly and Persons with disabilities participated in a wellness programme.
		3	A session attended by 15 persons regarding the establishment of a local elderly forum.
		3-6, 12-17	8 Clubs participated in a follow-up capacity-building session.
		3-6, 10, 12-17	320 elderly persons participated in the regional golden games.
		1-6, 12-17, 20	165 elderly participated in the Elderly Abuse awareness day.
Gender	Special Events and Awareness programmes	18, 20	Women's Day with 60 women.
		1-2, 5, 12-15, 18, 21	Fatherhood Programme with 16 men 72 Men attended the father appreciation day.
		1, 2, 12-14, 18	186 widows participated in an empowerment programme.
		12-15	Wellness day attended by 23 diabetic persons.
		18	27 men and women participated in the breast cancer and men's health programme.
		12-15	Supported the Help a Girl Organisation to adopt 5 schools within which they will roll out their programmes.
		ALL	16 Days of Activism Launch attended by 118 persons. 16 Days of Activism community projects attended by 318 persons. 56 men participated in the 16 Days of Activism Summit. 19 Foster Care Parents completed the GBV training during 16 Days of Activism.
		All	Officials attended Roses on the River, World Aids Day commemoration of @heart.
		12-15	20 young ladies participated in the Girls Support group for GBV.
		12-15	38 boys participated in the becoming men's soccer tournament.
		12-15	29 single mothers participated in the parenting training session.
Youth	Youth Empowerment programmes Youth Capacity Building Transversal committees /	12, 13, 16, 17	Life Skills Training by National Youth Development Agency for 20 youths.
		1, 2	NPO registration of 9 Youth Organisations.

Focus area	Description	Ward	Activity
	Adhoc programmes	1, 2, 16-18	Mobilising 21 youths to enrol in the Chrysalis Academy programme.
		5, 6, 12-15	Accredited skills development for 12 youths as professional waiters
		1, 2	19 young fathers were trained in fatherhood skills.
		12-15	Inkuthazo Yesizwe Sport Coaching summit by the university with 37 coaches to upskill them in working with young athletes.
		1-3, 5-6, 12-17	Accredited training to 24 youths in 5-star table attendance. Accredited training to 12 youths in food handling. Accredited painting training was done with 13 youths.
		1-6, 10-21, 23	80 youths applied and participated in the learner and driver's licence programme.
		3, 5, 6, 16, 17, 20, 21	94 youth participated in the job-readiness programme in partnership with DSD.
		16, 17	60 youths participated in the Human Rights Day: Anti-bullying campaign.
		All	Youth Day was celebrated by 165 youth.
		5, 6, 16, 17	11 youths completed the data literacy workshop conducted by Open-Up and the Cloetesville e-centre.
Vaccination registration	Assistance to the DoH with the mobilisation of persons for vaccination and with administration at the van der Stel Hall	All	350 ECD practitioners mobilised for vaccination. 1 293 persons assisted at various sites 54 homeless persons mobilised for vaccination.
Grant in aid	Donations to community organisations serving among others: youth, gender, ECDs, Old Age Homes, Health Organisations and Sport Clubs	All	1 Financial Management workshop with 8 organisations. 3 compulsory clarification workshops with 288 organisations. See the table below regarding the approved donations.
People on the street	Development, awareness raising through collaboration and services rendered	All	Mandela Day: Motivation and marketing of the general public to support the Give Responsibly Campaign along with the NGOs associated with the campaign.
		1, 2, 4, 5, 7-11, 16, 20	Mask-up campaign: distribution of masks to 153 persons and raising awareness on the necessity of wearing masks and keeping social distance.
		7-10	Refer 6 persons through the Restorative Justice Programme. Assist churches with food provision to 25 homeless persons.
		All	Give Responsibly marketing via

Focus area	Description	Ward	Activity
			Facebook and during the Festive Season Safety Campaign.
		All	91 homeless persons benefitted from the human rights outreach programme.
Food Security	Food provision by NGO partners (Feeding in Action and Stellcare) to communities in need	All	1 043 314 meals distributed.
Social Relief of Distress	Provision of food parcels, blankets, mattresses, vanity packs and warm food according to the need due to disaster incidences	ALL	1 476 individuals were assisted during 94 incidents.

The table below indicates the number of Grant in Aid applications recommended and approved for the year under review:

Table 203: Number of Grant in Aid applications recommended and approved

Sub Category	Applications Recommended and Approved	Recommended Amount R
2021/22		
General Soc Dev	6	237 500
ECD	36	1 320 000
Disability	4	142 782.66
Elderly	4	152 000
Youth	8	302 687.57
Substance Abuse	2	80 000
Gender	1	40 000
Food Security	1	40 000
People living on the street	1	1 473 230.14
Skills Development	2	80 000
Physical and Psychological Health	2	80 000
Environment	1	40 000
Sport Clubs	18	675 979.10
Art and Culture	4	160 000
Total	**90**	**4 821 179.47**

The table below indicates the total number of employees in the Section: Community Development as at 30 June 2022.

Table 204: Total number of employees in the Section: Community Development

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	1	1	0	0
9 – 13	1	1	0	0
4 – 8	7	7	0	0
3 – 0	0	0	0	0
Total	**10**	**10**	**0**	**0**

COMPONENT E: ENVIRONMENTAL PROTECTION

3.20 Pollution Control, Bio-Diversity, Beautification, Open Spaces and Parks

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 developed the Stellenbosch Environmental Management Framework in 2018, administered by the Department: Community Services.

Stellenbosch Municipality is compiling dedicated Environmental Management Plans (EMPs) for all its declared nature reserves as well as nature areas. The Mont Rochelle Nature Reserve EMP was adopted by the Council in 2022. Papegaaiberg Nature Reserve has an approved EMP, currently under review along with Jan Marais Park's EMP. The Paradyskloof Nature Area was accepted by the Council in 2019. A first draft EMP has been completed for the Ida's Valley Dam- / Botmaskop area, which will be advertised for public input by 31 December 2022. Stellenbosch Municipality has also completed an Invasive Alien Plant Management Plan, as required in terms of the National Environmental Management: Biodiversity Act (10 of 2004) and an Integrated Fire Management Plan to assist in the management of large vacant nature areas under the management of Council.

An Air Quality Control By-Law, as well as a Noise Control Policy, has been developed and adopted by the Council. The latter is implemented by a dedicated Air Quality / Noise Control Officer appointed within the Department: Community Services.

Air quality- and noise complaints are captured on a central database and dealt with within the required timeframes. The following statistics included both air quality-related matters and noise complaints. All noise complaints are investigated in terms of The Western Cape Noise Control Regulations PN200/2013.

Table 205: Air Quality Complaints 2018

2018 Complaints	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Fumes	2	2	3	3
Smoke	2	0	3	2
Dust	3	4	3	3
Burning of waste / tyres	0	0	0	0
Farm land burning	0	0	0	0
Crop spraying	0	0	0	0
Offensive odours	0	2	3	2
Unlicensed facilities	0	0	0	0
Noise	34	45	47	40
Other	1	0	0	0
Total	**42**	**53**	**59**	**50**

Table 206: Air Quality Complaints 2019

2019 Complaints	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Fumes	3	4	2	4
Smoke	2	3	4	4
Dust	5	4	3	5
Burning of waste / tyres	0	0	0	2

2019 Complaints	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Farm land burning	2	2	3	3
Crop spraying	0	0	0	2
Offensive odors	2	2	3	3
Unlicensed facilities	0	0	0	0
Noise	40	45	48	45
Other	2	0	0	1
Total	**56**	**60**	**63**	**69**

Table 207: Air Quality Complaints 2020

2020 Complaints	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Fumes	16	2	6	7
Smoke	2	2	0	3
Dust	3	2	3	6
Burning of waste / tyres	0	1	1	1
Farm land burning	0	0	2	1
Crop spraying	1	0	2	1
Offensive odors	7	0	2	4
Unlicensed facilities	0	0	0	0
Noise	64	23	44	53
Other	0	0	0	0
Total	**93**	**30**	**60**	**76**

Table 208: Air Quality Complaints 2021

2021 Complaints	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Fumes	15	15	7 (July. 21 only)	29
Smoke	5	3	0 (July. 21 only)	5
Dust	4	3	0 (July. 21 only)	6
Burning of waste / tyres	2	0	0 (July. 21 only)	2
Farm land burning	3	0	0 (July. 21 only)	0
Crop spraying	6	2	2 (July. 21 only)	0
Offensive odors	5	0	1 (July. 21 only)	3
Unlicensed facilities	0	0	0 (July. 21 only)	0
Noise	35	31	6 (July. 21 only)	41
Other	2	0	0 (July. 21 only)	0
Total	**77**	**54**	**16** (July. 21 only)	**86**

Table 209: Air Quality Complaints 2022

2022 Complaints	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
Fumes	15	15	7 (July. 21 only)	29
Smoke	5	3	0 (July. 21 only)	5
Dust	4	3	0 (July. 21 only)	6
Burning of waste / tyres	2	0	0 (July. 21 only)	2
Farm land burning	3	0	0 (July. 21 only)	0
Crop spraying	6	2	2 (July. 21 only)	0
Offensive odors	5	0	1 (July. 21 only)	3
Unlicensed facilities	0	0	0 (July. 21 only)	0
Noise	35	31	6 (July. 21 only)	41
Other	2	0	0 (July. 21 only)	0
Total	**77**	**54**	**16** (July. 21 only)	**86**

- Total noise complaints for 2018 = **166**
- Total noise complaints for 2019 = **178**
- Total noise complaints for 2020 = **184**
- Total noise complaints for 2021 = **72**
- Total noise complaints for 2022 = **122**

3.20.1 Environmental Implementation

Stellenbosch Municipality works closely with the Department of Environmental Affairs and Development Planning in reporting on illegal activities, as well as administering the rehabilitation action of Section 30 (National Environmental Management Act, 107 of 1998) Emergency Incidents.

3.20.2 Urban Forestry

The aim of the Urban Forestry Sub-section is to facilitate the planting, protection, blanking, maintenance and long-term management of all trees located on the municipal property through tree management (arboricultural) practices, thus promoting a sustainable development approach. This approach is geared towards making WC024 the greenest municipality in South Africa through Urban Forestry practices which guides investors towards future sustainable development.

Table 210: Management of trees in WC024 – Urban Forestry

Type of service	2019/20	2020/21	2021/22
Management Trees in WC024			
Tree planting programme	60	7	162
Pruning of trees	129	1 300	700
Felling of trees	16	51	45
Stump grinding of trees	5	67	11
Spraying of oak trees	3	500	500
Root barrier management	6	5	11
Wayleaves	65	150	332

The table below indicates the total number of employees in the Section: Environmental Management.

Table 211: Total number of employees in the Section: Environmental Management

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	2	2	0	0
9 – 13	5	5	0	0
4 – 8	8	6	2	0
3 – 0	8	8	0	0
Total	**24**	**22**	**2**	**8.69%**

COMPONENT E: SECURITY AND SAFETY

3.21 Law Enforcement

The primary role of Law Enforcement is by-law enforcement and the protection of municipal assets and staff. The function includes the monitoring and prevention of municipal land- invasion of which the responsibility is shared between Community and Protection Services and the Section: Informal Settlements.

A 24/7 control room is in place as well as the monitoring of crime hot areas through CCTV cameras. Licence Plate Recognition Cameras (LPR) have been installed at all entrances / exits to Stellenbosch and Franschhoek towns with several LPR cameras installed on minor roads which are used regularly by thoroughfare traffic to avoid congested areas during peak times. This has proven to be very successful in the combatting of crime and crime prevention initiatives.

Highlights:

- Weekly operational planning with key stakeholders (SAPS and other safety partners);
- Revamp of control room concluded and operational to ensure more efficient service delivery; and
- Purchased a multi-purpose armoured vehicle to effectively deal with land invasions.

Challenges:

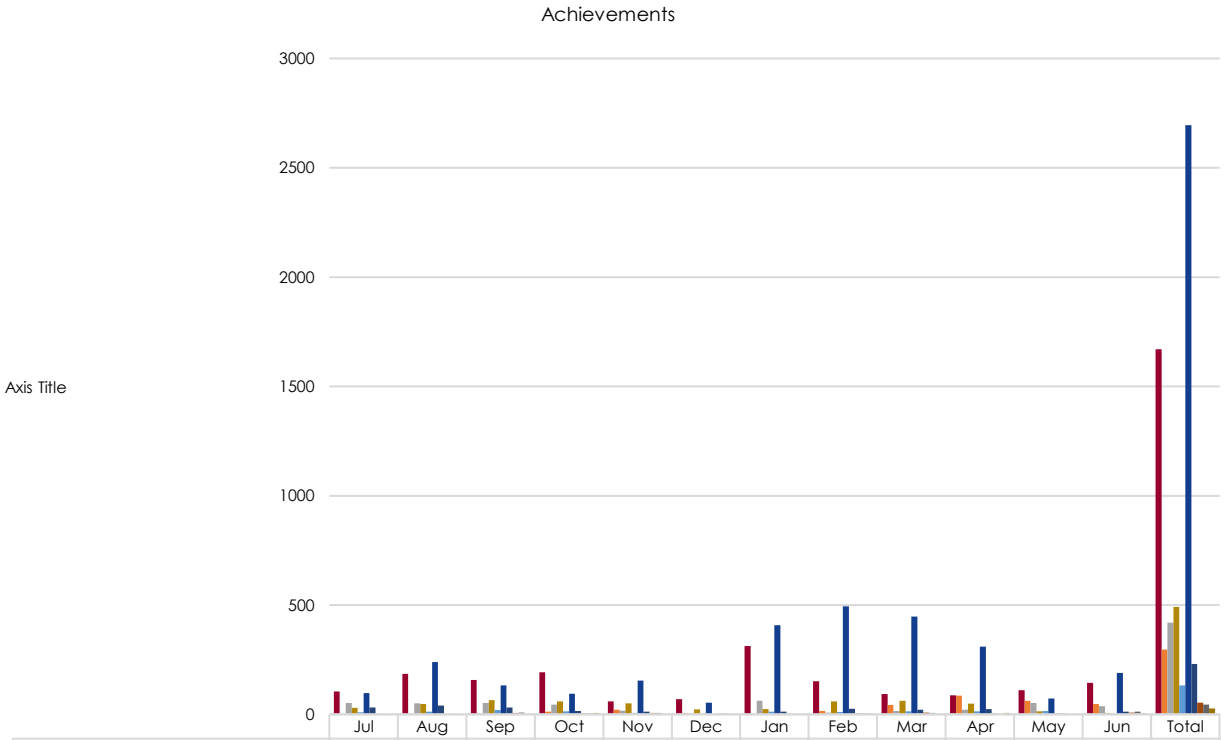
- To render a 24/7 Law Enforcement patrol service;
- Increase and maintain surveillance of key places;
- Prevent land invasions;
- Insufficient staff to fulfil operational requirements; and
- Insufficient office space to accommodate departmental staff.

Law Enforcement attended to the following from 01 July 2021 to 30 June 2022:

Table 212: Law Enforcement highlights

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Vagrants removed	183	180	346	162	163	31	223	228	109	216	288	273	**2 402**
Drinking in public	5	4	5	2	36	2	9	8	18	2	1	5	**97**
Illegal car guard	41	87	130	78	85	12	136	73	22	77	95	16	**852**
Noise complaint	13	30	62	28	19	11	39	11	18	19	33	36	**319**
Dog complaints	3	4	28	18	11	3	13	10	4	5	7	14	**120**
Fines issued Section 56's	30	59	47	144	164	111	92	81	118	59	88	143	**1 136**
Illegal structures demolished	7	5	19	19	11	17	9	22	10	27	30	47	**223**
Liquor Compliance Inspections	11	6	27	5	7	2	5	4	4	5	4	3	**83**
Scrap metal / Bucket Shop Inspections	5	13	5	6	4	1	17	6	5	7	3	5	**77**
Law Enforcement Awareness sessions	4	6	4	7	0	6	2	4	2	1	3	1	**40**

Figure 47: Law Enforcement Statistics



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Vagrants removed	105	185	158	193	60	70	313	152	93	87	110	144	1670
Drinking in public	0	1	3	12	21	6	0	15	43	85	62	48	296
Illegal car guard	52	51	52	45	17	5	62	8	16	22	52	38	420
Noise complaint	30	48	65	59	51	23	24	60	62	49	14	7	492
Dog complaints	9	12	20	14	6	2	12	11	14	14	16	3	133
Fines issued Section 56's	98	240	133	95	154	53	408	494	448	310	73	189	2695
Illegal structures demolished	32	40	31	16	13	1	12	25	21	24	4	12	231
Liquor compliance Inspections	2	2	7	5	6	3	0	5	8	4	4	8	54
Scrap metal/ Bucket shop Inspections	0	0	8	3	6	3	2	4	6	0	0	13	45
Law Enforcement Awareness sessions	0	0	0	6	0	2	0	4	2	6	2	5	27

3.21.1 Traffic Law Enforcement

Traffic Services is performing its functions as guided by the National Road Safety Strategy with its main objective being to achieve traffic safety on municipal roads including the functions as defined in the municipality's IDP.

The National Road Safety Strategy provides all-year-round road safety initiatives. The municipality has increased its enforcement strategy in collaboration with stakeholders and affected parties. Operations like Automatic Number-plate Recognition are conducted to improve compliance with - and payment of traffic fines.

Ongoing objectives are to improve road user behaviour; reduce the incidence of traffic offences; speeding; drunk-driving and driving under the influence of narcotics; dangerous overtaking; removal of unfit road users from traffic; roadworthiness of vehicles; public transport compliance concerning vehicles and drivers; provide sufficient and coordinated regulation of traffic on strategic roads; pedestrian education and compliance; eradication of corruption; administrative compliance and overall improvement of enforcement systems. This includes additional hours and Saturday operations at the Admin Section and a new approach to Law Enforcement strategies.

3.21.2 Highlights and challenges for Traffic Law Enforcement

Traffic Law Enforcement strategies have managed to yield good results;

In the 2021/22 financial year, Traffic Service has continued with the delivery of its Traffic and Pedestrian Safety Programme which entails a team of two traffic officers who focuses on the education of learners and farm workers regarding road safety issues. Lectures were presented at schools and training was provided in respect of correct bicycle etiquette and the registration, training, and monitoring of scholar patrols throughout the municipality. 86 awareness initiatives on public safety were held at targeted schools in the municipal area.

Another area of concern was the education of farm workers in the municipal area. The focus was on traffic rules for pedestrians, which included a safe crossing of the road, and the wearing of visible clothing, especially during winter, early in the mornings and late at night.

Jaywalking (which occurs when a pedestrian walks in or crosses a roadway that has traffic, other than at a suitable crossing point disregarding traffic rules) has been another intervention as many pedestrians are killed or injured while jaywalking.

a) Challenges:

- Limited human resources;
- The capacity of the DLTC – restricted the municipality to performing tests; and
- Vehicle Testing Station Infrastructure challenges and staff shortages.

It is observed that Stellenbosch is fast growing to be a choice of employment and business hub, however, the municipality's resources do not enable it to be on par with such development. This limitation may project a negative reflection on the municipality's core function.

b) Service Statistics – Traffic Services

Table 213: Service Data for Traffic Services

Details	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Number of Traffic Officers on duty on an average day	28	28	30	30	19	20
Motor vehicle licenses processed	153 119	80 472	77 374	69 338	88 004	86 075
Learner driver licenses processed	5 200	4 560	8 677	3 273	3 538	6 104
R-value of fines collected	28 652 120	23 773 325	26 557 540	23 138 195	18 360 490	21 040 506
Roadblocks held	25	156	205	267	1 085	1 108
Special functions – escorts	144	157	170	42	63	86
Awareness initiatives on public safety	120	211	104	75	110	86

Table 214: Additional Service Data of Traffic Services

Description	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Accidents						
Fatal	21	11	33	15	16	6
Serious injuries	76	66	71	60	48	22
Slight injuries	517	330	428	306	276	228
No injuries	2 551	3 145	2 979	2 450	1 749	2 410
Reckless / careless: case	48	52	24	21	14	31

Description	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
dockets						
Culpable homicide: case dockets	17	18	18	9	10	14
Pedestrians: fatal	10	06	11	8	4	3
Pedestrians: serious injuries	29	34	21	42	14	12
Pedestrians: slight injuries	106	68	98	110	60	32
Learner's licences						
Appointments	5 200	4 560	4 915	3 464	4 057	3 972
Applications passed	2 958	2 829	2 829	2 201	2 360	1 976
Duplicate request	112	136	110	96	131	100
Applicants tested	4 462	4 146	4 025	3 223	3 407	3 118
Applicants failed	1 890	1 601	1 465	1 072	1 081	1 105
Applicant absent	644	335	414	386	339	303
Driver's licences						
Appointments	2 382	2 323	1 739	1 442	2 853	2 435
Conversions	9 018	9 492	9 172	7 521	7 185	8 522
Applicants tested	1 615	1 640	1 348	1 276	2 215	2 211
Driving licenses issued (temp)	4 492	4 692	5 070	3 604	2 948	3 933
Applicants passed	824	729	594	564	1 078	1 092
Applicants failed	988	1 090	823	711	1 137	1 046
Applicants absent	374	284	264	340	306	373
Applications instructors	6	10	9	4	6	1
Issued instructors	5	6	10	4	9	1
Application / issued PRDP	1 686	1 697	1 720	1 428	1 417	993
Testing centre: roadworthy certificates						
Motor vehicles	637	762	210	0	43	0
Light delivery vehicles	124	128	45	0	16	0
Heavy delivery vehicles (trucks)	78	45	22	0	3	0
Trailers	77	44	40	21	6	0
Taxis	65	41	18	0	3	0
Busses	10	17	0	0	0	0
Motorbikes	90	53	78	31	23	28
Motor vehicle registration						
Duplicate registrations cert.	1478	1639	1 557	1 150	1 195	1 456
Registration only	14 591	14 432	14 457	11 481	11 823	12 129
Temporary permits	236	212	220	194	263	225
Special permits	380	436	324	284	200	138
Specific registration number	702	711	581	488	571	672
RTMC	51 083	52 391	52 857	45 939	51 671	51 862
Traffic offences						
Vehicle defective / faulty	834	1 094	1 999	3 663	8 504	8 162
Moving violations	19 994	14 661	1 369	16 993	17 423	12 925
Parking offences / violations / mobile	7 055	23 968	25 715	16 254	14 139	28 353
Speed camera / mobile / fixed and robot traffic - TMT	233 711	573 339	251 378	284 029	318 431	392 631

The tables below indicate the capital expenditure for the Section: Law Enforcement and Traffic Services as at 30 June 2022:

Table 215: Capital Expenditure as at 30 June 2022: Section: Traffic and Law Enforcement

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Install and upgrade CCTV cameras in WC024	2 369	1 917	19.09
Install Computerised Access Security Systems and CCTV cameras at municipal buildings	526	358	31.96
Law Enforcement: Vehicle Fleet	3 622	2 020	44.23
Neighbourhood watch safety equipment	2 871	2 871	0,01
Replacement of patrol vehicles	271	271	-

The Section: Law Enforcement has spent 77% of the capital budget for the financial year.

The table below indicates the total number of employees in the Section: Traffic Law Enforcement as at 30 June 2022.

Table 216: Total number of employees in the Section: Traffic Law Enforcement

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	100
14 – 17	4	4	0	100
9 – 13	52	46	6	11.1%
4 – 8	19	16	3	15.8%
3 – 0	1	1	0	100
Total	**77**	**68**	**9**	**11.8%**

3.22 Fire and Disaster Management

Stellenbosch fire services aim to be a service that is proactive in preventing fires and other risks rather than simply reacting to fires through:

- Acting in support of the wider developmental agenda as outlined in the IDP;
- Establishing sound institutional and administrative capabilities that support its roles and purpose;
- Demonstrating good governance and administration;
- Adopting community-based approaches;
- Putting people and their concerns first; and
- Professionalisation of the function.

Disaster Management is one of several terms used to describe the same discipline. Others include emergency management, civil protection, crisis management, civil defence and disaster risk management. The aim is to bring disaster management closer to the community. Community-based disaster management and risk reduction planning process will assist in uniting the community's understanding of the risks and in preparedness, mitigation and prevention efforts, even if the members of the community have differing perceptions of disaster risk and even if they differ in age, gender, education and social class.

Based on the following elements:

The basic elements and features of Community-based Disaster Management are:

- People's participation - community members are the main actors and propellers. They also directly share in the benefits of disaster risk reduction and development;
- Priority for the most vulnerable groups, families, and people in the community – in urban areas the vulnerable sectors are generally the urban poor and informal sector while in rural areas, these are the subsistence farmers, fisherfolk and indigenous people; also vulnerable are the elderly, the differently-abled, children and women (because of their caregiving and social function roles). Risk reduction measures are community-specific and are identified after an analysis of the community's disaster risk (hazards, vulnerabilities and capacities and perceptions of disaster risk);
- Existing capacities and coping mechanisms are recognised – CBDM mitigation builds upon and strengthens existing capacities and coping strategies;
- The aim is to reduce vulnerabilities by strengthening capacities; the goal is to build disaster-resilient communities;
- Links disaster risk reduction with development - addresses vulnerable conditions and causes of vulnerabilities; and
- Outsiders have a support and facilitating role.

Highlights:

- Upgrading of Stellenbosch Fire Station: overnight quarters, roof, solar panels, control centre, mini disaster centre.
- Completion of the ward-based risk assessment.

Challenges:

- Rapid expanding informal settlements

a) Service Statistics – Fire and Disaster Management

Table 217: Service Data for Fire and Disaster Management

Details	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Total fires attended in the year	817	794	647	1 011	1 043	947	944	1 022
Total of other incidents attended in the year	1 953	555	1 952	1 655	1 511	1 740	3416	2 515
Average turnout time - urban areas (minutes)	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25
Average turnout time - rural areas (minutes)	22.75	22.75	22.75	20.5	20	15	15	15
Firefighters in post at year-end	43	56	52	57	57	58	61	61
Total fire appliances at year-end	11	9	10	11	13	15	17	17
The average number of appliances off the road during the year	2	2	3	2	2	2	2	2
Total operational callouts	2 770	1 349	2 704	2 666	2 556	2 687	4 360	3 537
Immediate relief to victims	552	1 021	831	849	437	573	555	775
Emergency flood kits	116	411	300	184	118	372	37	0
Emergency housing kits	299	341	277	190	149	262	156	208
Meals (food parcels)	215	349	327	180	158	138	155	213

Details	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Blankets	297	699	315	526	473	479	497	601

The table below indicates the capital expenditure for the Section: Fire and Disaster Management as at 30 June 2022.

Table 218: Capital Expenditure as at 30 June 2022: Section: Fire and Disaster Management Services

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget
	R'000		
Upgrading of Stellenbosch Fire Station	9 975	8 483	14.96
Specialised Vehicle N/A	398	398	0
Rescue equipment	200	200	0.24
Specialised Vehicle N/A	397	397	0,04
Only the 5 largest capital projects are listed			

The Section: Fire and Disaster Management has spent 100% of the capital budget for the financial year.

The table below indicates the number of employees in the Section: Fire and Disaster Management as at 30 June 2022.

Table 219: Total number of employees in the Section: Fire and Disaster Management

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	100
14 – 17	6	5	1	16.6%
9 – 13	13	12	1	0
4 – 8	54	54	0	0
3 – 0	0	0	0	0
Total	**74**	**72**	**2**	**2.7%**

COMPONENT F: SPORT AND RECREATION

3.23 Holiday resorts and campsites

The Stellenbosch Municipality is responsible for the management and maintenance of one picnic site, the Jonkershoek Picnic Site. This site is situated in the Jonkershoek Valley on the banks of the Eerste River. The picnic site attracts up to 15 840 visitors per annum due to its natural beauty and tranquillity set at the foothills of the Jonkershoek mountains and provides outdoor leisure for visitors, catering for braai and picnics along the river course.

3.23.1 Sports facilities and Swimming Pools

Table 220: Service Statistics – Holiday Resorts and Campsites

Type of service	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Number of resorts	1	1	1	1	1	1	1	1
% Occupation for the year for Jonkershoek picnic site (open from 1 September to 30 April)	PAX: 17 248 CARS: 5 234 Income: R462 790	PAX:16 256 CARS:4687 Income: R459 197	PAX:15840 CARS:3372 Income: R448 701	PAX:13636 CARS:2434 Income: R403 579.74	PAX:20690 CARS:5246 Income: R648 115	PAX:12993 CARS:2063 Income: R462 832.73	PAX:0 CARS:0 Income: R0	PAX:10 585 CARS: 1757 Income: R380 269

The Stellenbosch Municipality is responsible for the management and maintenance of seventeen (17) sports grounds in its municipal area. These grounds are surrounded by the scenic beauty of the Stellenbosch Mountains. Ten (10) are located in urban areas and seven are in rural areas.

It is the municipality's goal to create active, healthy communities and to provide a sporting hub for all its residents and visitors by offering a wide range of well-maintained and well-managed sporting facilities.

Stellenbosch Municipality manages and maintains one swimming pool in the greater Stellenbosch area. The swimming pool is situated in Cloetesville and can accommodate two hundred and seventy-five (275) people at any time per day. The existing facility can host swimming galas and aims to further sports development and recreation.

3.23.2 Service Statistics Sport - Grounds and Swimming Pools

Table 221: Service Statistics Sport Grounds and Swimming Pool

Type of service	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Number of sport grounds / fields	17	17	17	17	17	17	17	14
Number of swimming pools	1	1	1	1	1	1	1	1
Number of stadiums	10	10	10	10	10	10	10	14

The table below indicates the capital expenditure for the Section: Sport, Recreation and Halls as at 20 June 2022.

Table 222: Capital Expenditure: Section: Sport, Recreation and Halls

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget (%)
	R'000		
Mont Rochelle Nature Reserve: Upgrade of Facilities	802	84	89.47
Skateboard Park	1 024	1 023	0,10
Upgrading of Parks	1 100	621	43.55
Urban Forestry: Vehicle Fleet	1 742	1 725	0.99
Upgrade of swimming pool N/A	2 266	2 219	2,13
Only the 5 largest capital projects are listed			

The Section: Sport, Recreation and Halls has spent 73% of the capital budget for the financial year.

The table below indicates the total number of employees in the Section: Sport, Recreation and Halls as at 20 June 2022.

Table 223: Total Employees Section: Sport, Recreation and Halls

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	100
14 – 17	1	1	0	100
9 – 13	4	4	0	0
4 – 8	19	19	0	0
3 – 0	8	8	0	0
Total	**33**	**33**	**0**	**0**

3.24 Community Halls and Facilities

Stellenbosch Municipality is the proud owner of two top-class town halls and nine community facilities that cater for residents and national and international visitors.

The facilities are available throughout the year (365 days per annum) and can be booked for events such as meetings, weddings, training sessions, conferences and community and social events.

Table 224: Total functions: Community Halls and Facilities

Type of service	2019/20	2020/21	2021/22
Total functions at municipal halls			
Stellenbosch Town Hall	65	0	10
Klapmuts Centre	59	28	80
Eikestad Hall	142	17	74
Wemmershoek Hall	31	7	37
La Motte Community Hall	12	14	59
Franschhoek Town Hall	11	1	2
Groendal Community Hall	76	18	69
Kylemore Community Hall	20	19	36
Pniël Banquet Hall	44	15	34

Type of service	2019/20	2020/21	2021/22
Kayamandi Community Hall	N/A	N/A	27
Cloetesville Banquet Hall	N/A	N/A	5

The table below indicates the total revenue for Community Halls and Facilities.

Table 225: Total Revenue / Income: Community Halls and Facilities

Type of service	2019/20	2020/21	2021/22
Stellenbosch Town Hall	R1 047 814.66	R0	R 100 935.38
Klapmuts Centre	R47 356	R23 475.60	R 62 892.64
Eikestad Hall	R93 475	R9 407.60	R 51 675.42
Wemmershoek Hall	R35 526	R3 662.63	R 18 385.53
La Motte Community Hall	R23 731	R7 068.61	R 30 293.54
Franschhoek Town Hall	R66 260.90	R9 403	R10 565.22
Groendal Community Hall	R61 394.10	R13 488.50	R 42 818.74
Kylemore Community Hall	R11 260.70	R10 855.72	R 25 718.23
Pniël Banquet Hall	R36 706.20	R8 522.12	R 30 556.39

The table below indicates the total number of employees in the Section: Sport, Recreation and Halls as at 20 June 2022.

Table 226: Total Employees: Community Halls and Facilities (Section: Sport, Recreation and Halls)

Job Level	Posts	Employees	Vacancies (full time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	100
14 – 17	1	1	0	0
9 – 13	1	1	0	0
4 – 8	1	1	0	0
3 – 0	12	11	1	8.33%
Total	**16**	**15**	**1**	**6.25%**

COMPONENT G: CORPORATE POLICY OFFICES AND OTHER SERVICES

This component includes corporate policy offices, financial services, human resource services, ICT services and property services.

3.25 Financial Services

3.25.1 Service statistics

Table 227: Financial service statistics

Details of the types of accounts raised and recovered	2021/22		
	Billed in Year	Actual for accounts billed in a year	The proportion of value of accounts billed that were collected
	R		%
Property Rates	414 445 896	412 151 466	99,45
Electricity	742 643 363	730 421 273	98,35
Water	146 829 883	120 717 137	82,22
Sanitation	102 285 414	97 767 194	95,58
Refuse	84 651 895	77 150 860	91,14

3.26 Human Resources Services

Stellenbosch Municipality views the Human Resources Management component as the governance of the organisation's employees. More commonly, human resources per se refer to the people or human capital appointed or employed by the organisation whose skills are used to reduce risk and maximise return on investment. The vision of the Department: Human Resources Management is undoubtedly to build partnerships with management at all levels of the organisation, to create a culture or working environment where employees are valued or appreciated and to ensure a diverse, qualified, healthy and highly motivated workforce focused on achieving the critical outcomes, through the development and administration of cost-effective and results-oriented human resources. Accordingly, the mission of the Department: Human Resources Management is to address and achieve the goals and challenges of Stellenbosch Municipality by providing services that promote a work environment that is characterised by fair treatment of staff, open communications, personal accountability, trust and mutual respect. The municipality will seek and provide solutions to workplace issues that support and optimise the operating principles of the organisation.

The Department: Human Resources Management objectives for Stellenbosch Municipality include but are not limited to:

- Helping the organisation achieve its goals;
- Ensuring effective utilisation and maximum development of human resources;
- Ensuring respect for human beings;
- Identifying and satisfying the needs of individuals;
- Ensuring reconciliation of individual goals with those of the organisation;
- Achieving and maintaining high morale among employees;
- Providing the organisation with well-trained and well-motivated employees;
- Increasing employees' job satisfaction and self-actualisation;

- Developing and maintaining the quality of work-life;
- Being ethically and socially responsive to the needs of the community;
- Developing the overall personality of each employee in its multidimensional aspect;
- Enhancing employee's capabilities to perform the present job; and
- Ensuring service excellence for the Stellenbosch municipal area.

Human resources services include:

- Strategic Human Resources Management;
- Labour Relations;
- Recruitment and Selection;
- Training and Development;
- Employee Assistance;
- Occupational Health and Safety;
- Employment Equity; and
- All Human Resources Administration.

Each director, manager, departmental head, superintendent, assistant superintendent and the foreman is responsible for setting objectives, delegating responsibilities and tasks, motivating staff, disciplining staff, developing skills and career paths, measuring performance and generally guiding their staff. In these endeavours, management and line management are assisted by the Department: Human Resources Management, which provides policies, guidelines, support, systems and specialised inputs.

The highlights for the Department: Human Resources Management in 2021/22 are the following:

- 278 employees were trained;
- 40 employees attended learnerships; and
- 6 employees completed their trade test in plumbing and were found competent.

The challenges for the Department: Human Resources Management in 2021/22 were the following:

- Shortage of conducive training venues; and
- Poor responses on Individual Skills Audit % Personal Development Forms.

The following was submitted within the 2021/22 year and is under consideration at the LLF:

- Measures to recover arrear monies from employees;
- TASK Evaluation Policy; and
- Employee Parking Policy.

The table below indicates the total number of employees in the Department: Human Resources Management:

Table 228: Total number of employees in the Department: Human Resources Management

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	1	1	0	0
14 – 17	3	3	0	0
9 – 13	10	9	1	10%
4 – 8	3	2	1	33.3%
3 – 0	0	0	0	0
Total	**17**	**15**	**2**	**11.8%**

3.27 Information and Communication Technology (ICT) Services

The Department: ICT committed its time in the 2021/22 financial year to purchase and replace computer software and hardware to improve the efficiency of the various municipal business units.

a) Highlights:

- High-site wireless hardware links were procured and delivered during this time with the plan to upgrade the municipal network to the outer-lying areas under the WC024 area. A rates tender for WAN infrastructure was approved to assist in shortening the municipality's turnaround time in commissioning new sites and improving current location services;
- The network support encompasses both the ICT and camera infrastructure by way of expanding the Avalon contract services to cover this critical service. The SLA was further been expanded to include labour support for network cabling as well as hardware support for the commissioning of new camera locations. This has reduced the cost of this service as the ICT network has been able to incorporate the camera infrastructure. This has, in turn, saved the municipality and the public money in providing this critical service;
- The Department: ICT spent a large amount of its effort on once again reducing costs by way of procuring printers via the National Treasury RT3-2018 contract. As a result of this contract, the municipality reduced its printer footprint and begin to centrally manage usage across printers. The many office printers were replaced with shared departmental printers further assisting in reducing costs;
- The Global Information System ESRI GIS was renewed for a further 3 years with the implementation of the BPAMS and TPAMS version 2 taking place;
- Supported the Section: Community Development in moving to the Simonsberg Street Offices by providing needed ICT infrastructure with battery backup power.
- The Mooiwater taxi rank offices were commissioned and included the installation of a high-speed satellite link and data and telephone points for the offices.
- The upgrade of the Backup Infrastructure to accommodate and include all critical systems to ensure the sustainability of the ICT services was also completed;
- ICT embarked on a Microsoft Office 365 and Windows 10 migration which is a project aimed at facilitating ease of access anywhere and anytime;
- The Disaster Recovery and Colocation Services project including WAN and internet services was successfully implemented by First Technology and will remain in place until 30 June 2023. The DR site is at TERACO in Claremont and meets all the AGSA's requirements;
- The municipality is currently implementing a cyber-security solution called F-Secure which will give the municipality better protection and is the best anti-malware, best Ransomware

defence security to protect from ransomware and prevent data encryption;
- 4 Quarterly GIS Forum meetings took place during the 2021/22 financial year; and
- 4 Quarterly ICT Steering Committee meetings took place during the 2021/22 financial year.

3.27.1 Service Statistics – Information and Communication Technology (ICT)

Table 229: Service Statistics – ICT

Details	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
	%							
Ensure the availability of the network to ensure effective ICT systems for municipal processes	98	98	99.9	99.9	99	99	99	99
Provide ICT support to all municipal departments by attending to requests within 4 working days	97	98	98	98	98	98	98	98
Connecting all municipal sites to the ICT network	100	100	100	100	100	100	100	100

The table below indicates the capital expenditure for the Department: ICT as at 30 June 2022.

Table 230: Capital expenditure - ICT services as at 30 June 2022

Capital Projects	Adjustment Budget	Actual Expenditure	Variance from Adjustment Budget %
	R'000		
Public WI-FI Network N/A Upgrade and Expansion of IT Infrastructure Platforms	591	591	-0
Purchase and Replacement of Computer / software and Peripheral devices N/A	4 199	4 149	1.19
Upgrade and Expansion of IT Infrastructure Platforms	4 563	3 522	22.81

The Department: ICT has spent 88% of the capital budget for the financial year.

The table below indicates the number of employees in the Department: ICT as at 30 June 2022.

Table 231: Total number of employees in the Department: ICT

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	2	1	1	50%
14 – 17	3	3	0	0
9 – 13	6	6	0	0
4 – 8	0	0	0	0
3 – 0	0	0	0	0
Total	**11**	**10**	**1**	**9.10%**

3.28 Legal Services

The Section: Legal Services in conjunction with user departments ensures and manages the implementation, monitoring, evaluation and reporting on key service delivery objectives concerning Legal Services.

a) The main objectives are the following:

- Advise and manage litigations instituted by the municipality and against it;
- Provide legal advice, opinions and input on policies, contracts, agreements, memorandums, legislation, by-laws and authorities;
- Advising the Municipal Council on items submitted to meetings;
- Ensuring by-laws are promulgated after consultation with user departments and approved by the Council; and
- Attend to new legislation and proclamations for comment as and when required.

b) Challenges:

- To deal with urgent requests for legal input to the Portfolio and Council Committees;
- Lack of skilled administrative support for the Chief Legal Advisor; and
- Availability of well-maintained legal library and reference resources.

The table below indicates the total number of employees in the Section: Legal Services as at 30 June 2022.

Table 232: Total number of employees in the Section: Legal Services

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	0	0	0	0%
14 – 17	1	1	0	0%
9 – 13	0	0	0	0%
4 – 8	0	0	0	0%
3 – 0	0	0	0	0%
Total	**1**	**1**	**0**	**100**

3.29 Municipal Court – Additional Court - Stellenbosch

The Municipal Court is responsible for the following prosecutions:

- Traffic by-laws;
- Provincial Traffic by-laws;
- SAPS by-laws;
- Law Enforcement by-laws;
- Fire by-laws;
- Building and Land Use Regulations, and all other By- Law contraventions;
- Electrical By-laws; and
- Noise pollution.

a) Mission Statement of the Municipal Court

The Municipal Court aim to: -

- promote justice and service delivery;
- enhance revenue to invest in the community;
- "*let Justice be seen to be done*"; and
- minimise crime and have a safer Stellenbosch.

The Municipal Court was established to:

- Support and secure good governance;
- Ease the burden on regular courts;
- Increase the speed of services;
- Allow for more successful prosecutions by applying specialist knowledge;
- Improve communications between the by-law prosecutors and enforcers;
- Support by-law enforcement;
- Ensure a user-friendly court; and
- Keeps members of the public who committed a minor crime (such as a traffic offence) away from hardened criminals.

The municipality is also looking into having an Ad Hoc Court in Franschhoek / Klapmuts in the near future. This could be another boost for the Municipal Court's service to the community. Prosecuting some of the cases in the Paarl Magistrate's Court is also currently being considered.

The introduction of the Municipal Court has been an essential, strategic implementation that will benefit the whole community of Stellenbosch.

3.29.1 Statistical Report – Case Load

Table 233: Statistical Report Caseload 2021/22

Months:	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Cases on the roll	1 244	1 763	320	1 830	1 683	1 127	1 362	1 872	1 149	942	1 749	2 122
Withdrawn	8	3	8	16	9	19	23	26	1	32	5	11
Struck off the role	21	58	9	46	14	4	26	61	92	325	74	178
Warrants authorised	1 131	1 592	253	1 656	1 081	1 043	1 246	1 694	980	530	42	1 845
Deferment	0	0	0	0	0	0	0	0	0	0	0	0
Payments	35	50	17	55	60	37	36	44	28	39	55	53
Postponed	51	53	28	45	27	19	30	12	16	11	31	26
Mediations	0	0	0	0	0	0	0	0	0	0	0	0

3.29.2 Financial Report of the Municipal Court 2021/22

Table 234: Financial Report of the Municipal Court 2021/22

Month	Traffic Fines	SAPS Fines	Law Enforcement Fines	Contempt of Court Fines	Provincial Fines	Electricity	Building	Total Amount
Jul	R391 510	R1 300	R1 800	R40 200	R0	R7 000	R0	R441 810
Aug	R290 130	R0	R600	R25 800	R0	R0	R3 000	R319 530
Sep	R268 190	R500	R2 900	R27 000	R0	R7 500	R0	R306 090
Oct	R320 720	R0	R300	R31 200	R0	R2 500	R0	R354 720
Nov	R293 180	R0	R3 650	R19 500	R0	R3 000	R0	R319 330
Dec	R237 930	R400	R3 690	R20 100	R200	R0	R7 500	R269 820
Jan	R264 980	R1 000	R0	R25 200	R5 200	R0	R4 000	R300 380
Feb	R301 800	R5 000	R0	R19 500	R2 950	R0	R2 500	R331 750
Mar	R257 780	R0	R3 700	R15 000	R7 275	R0	R0	R283 755
Apr	R195 750	R500	R300	R17 400	R4 150	R0	R6 000	R224 100
May	R318 300	R0	R3 250	R20 400	R3 100	R0	R3 000	R348 050
June	R273 205	R0	R650	R20 400	R5 700	R0	R0	R299 955

The table below indicates the total number of employees in the Section: Municipal Court as at 30 June 2022.

Table 235: Total number of employees in the Section: Municipal Court

Job Level	Posts	Employees	Vacancies (full-time equivalents)	Vacancies (as a % of total posts)
	Number			
18 – 22	0	0	0	0
14 – 17	1	1	1	100
9 – 13	0	0	0	0
4 – 8	4	3	1	25
3 – 0	0	0	0	0
Total	**5**	**4**	**2**	**40**

COMPONENT H: ORGANISATIONAL PERFORMANCE SCORECARD

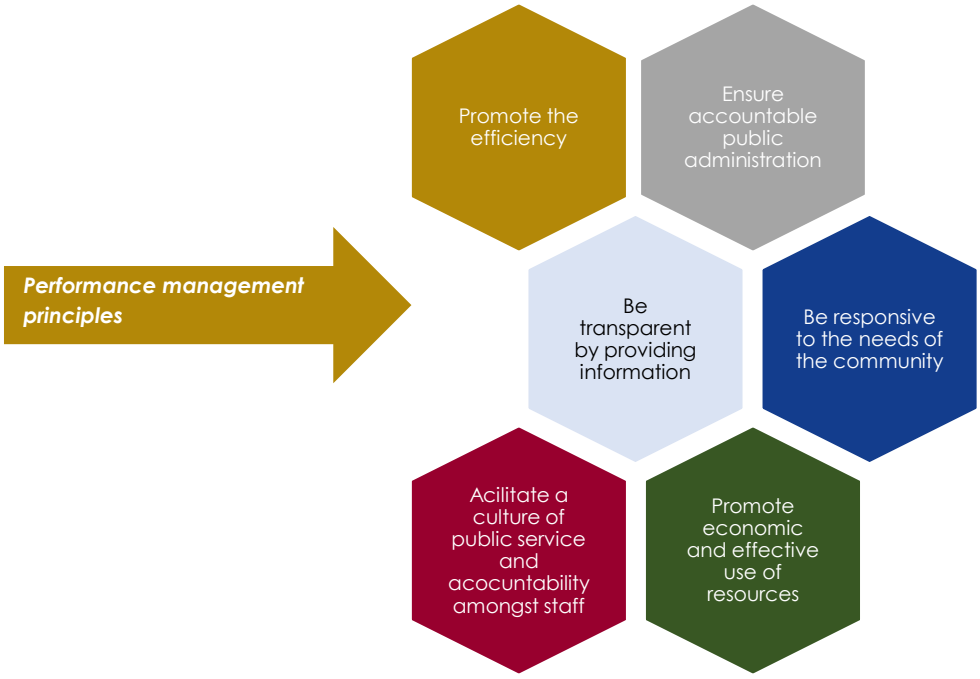
3.30 Performance Management

Performance management is a process that measures the implementation of the organisation's strategy as captured within the Integrated Development Plan (IDP). It is also a management tool to plan, monitor, measure and review performance indicators to ensure efficiency, effectiveness and the impact of service delivery by the municipality.

At a local government level, performance management is institutionalised through the legislative requirements of the performance management process. Performance management provides the mechanism to measure whether targets are met in line with strategic goals as set by the organisation.

Section 152 of the Constitution of the Republic of South Africa, 1996, deals with the objectives of local government and paves the way for performance management. The idea of an accountable government is important to meet the needs of Stellenbosch. The democratic values and principles in terms of section 195(1) are also linked with the concept of performance management, concerning the principles of the following, among others:

Figure 48: Performance Management Principles



It is a statutory requirement according to the MSA to establish a performance management system and an Integrated Development Plan (IDP) that must be aligned to the municipal budget. The monitoring of the organisational performance of the budget must be done against the IDP every quarter via the Service Delivery and Budget Implementation Plan (SDBIP). The report is made public after the council has been informed of the quarterly progress against set targets.

In addition, Regulation 7(1) of the Local Government: Municipal Planning and Performance Management Regulations of 2001 states that "A Municipality's Performance Management System entails a framework that describes and represents how the municipality's cycle and processes of performance planning, monitoring, measurement, review, reporting and improvement will be

conducted, organised and managed, including determining the roles of the different role players". Performance management is not only relevant to the organisation as a whole but also to the individuals employed in the organisation, as well as the external service providers and the municipal entities. This framework, *inter alia*, reflects the linkage between the IDP, the Budget and the SDBIP.

3.30.1 Legislative requirements

In terms of section 46(1)(a) of the MSA, a municipality must prepare a performance report for each financial year that reflects the municipality's and any service provider's performance during the financial year. The report must furthermore indicate the development and service delivery priorities and the performance targets set by the municipality for the following financial year, and measures that were or are to be taken to improve performance.

3.30.2 Organisational performance

Strategic performance assessment indicates how well the municipality is meeting its objectives and which policies and processes are working. All government institutions must report on strategic performance to ensure that service delivery is efficient, effective and economical. Municipalities must develop strategic plans and allocate resources for their implementation. The implementation must be monitored on an ongoing basis and the results must be reported on during the financial year to various role players to enable them to implement corrective measures timeously where required.

This report highlights the strategic performance in terms of the municipality's Top-Layer Service Delivery and Budget Implementation Plan (SDBIP), high-level performance in terms of the strategic objectives of the municipality and performance on the National Key Performance Indicators prescribed in terms of Section 43 of the MSA.

The Performance Management Policy 2021/22 is currently under review to be aligned with the new staff regulations 809.

3.30.3 Governance framework for the IDP, Budget and Performance Management

The draft review of the 4th Generation IDP was tabled in March 2021 and was advertised for public comment thereafter. Stellenbosch Municipal Council adopted the reviewed Fourth Generation IDP (2017/18 – 2021/22) together with the 2021/22 MTREF Budget on 23 June 2021.

The IDP is the principal planning instrument that guides and informs the municipal budget. The MSA requires each municipality in South Africa to prepare such a strategic plan to guide all development and management within the municipal area. The IDP sets out the development priorities of Stellenbosch Municipality over the next five years. The IDP must guide and determine municipal planning and project implementation. The 2021/22 budget was based on the IDP and other spheres of government and service providers.

The IDP for the period July 2017 to June 2022 gives expression to the political mandate that was received from residents in the August 2016 local government election. The MSA requires municipalities to consult with their residents and the broader institutions, which elicited a positive reaction and involvement from the public.

The IDP is a strategic tool that guides all the activities of local government in consultation with residents and stakeholders. In keeping with the more evolved and strategic approach to this IDP, the implementation plan focuses on only the key strategic programmes, projects and initiatives that will support the achievement of the priorities during the five-year term of office. Its focus is on development in the broader sense and it is a structured plan that informs budget priorities, decision making and the allocation of resources.

The focus of the IDP is varied and includes the provision of basic municipal services, measures for building and transforming municipal capacity, measures to assist in expanded livelihood opportunities for citizens, enterprise development, building dignified and safe living environments, and, crucially, exploring new ways of working and living together. 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 three-year budget sets out the revenue-raising and expenditure plan of the municipality for approval by the Council under the MFMA. The allocation of funds needs to be aligned with the priorities in the IDP.

The IDP must be reflected in the performance agreements of the relevant staff and through the budget, in the service delivery and budget implementation plan (SDBIP). The key performance management instrument of the municipality is the SDBIP. Linked to the IDP, the SDBIP forms the basis of the performance contracts of directors and quarterly, mid-year and annual performance reviews of senior management, directorates and the municipality.

3.30.4 Service Delivery and Budget Implementation Plan

The organisational performance is evaluated using a municipal scorecard (Top-Layer SDBIP). Performance objectives, as reflected in the municipal scorecard, are required to be practical, measurable and based on the key performance indicators.

The SDBIP is a tool that converts the IDP and budget into measurable criteria of how, where and when the strategies, objectives and normal business processes of the municipality are implemented.

It also allocates responsibility to directorates to deliver the services in terms of the IDP and the budget.

The purpose of performance reporting is to report specifically on the implementation and achievement of IDP outcomes. This section should provide an overview of the achievement of a municipality in terms of the strategic intent and deliverables achieved as stated in the IDP. The Top-Layer (strategic) SDBIP is the municipality's strategic plan and shows the strategic alignment between the different documents (IDP, Budget and Performance Agreements).

The organisational performance is evaluated using a Municipal Scorecard (TL SDBIP) at an organisational level and through the Service Delivery and Budget Implementation Plan (SDBIP) at departmental levels.

The SDBIP is a plan that converts the IDP and Budget into measurable indicators of how, where and when the strategies, objectives and normal business processes of the municipality are

implemented. It also allocates responsibilities to directorates to deliver the services in terms of the IDP and Budget.

MFMA Circular No. 13 is a clarification of the Municipal Budget and Reporting Regulations, Schedule A 1, GenN 393 in GG32141 of 2009 and prescribes that the:

- IDP and budget must be aligned;
- budget must address the strategic priorities;
- SDBIP should indicate what the municipality is going to do during the next 12 months; and
- SDBIP should form the basis for measuring the performance against goals set during the budget / IDP processes.

3.30.5 The municipal scorecard (Top Layer SDBIP)

The municipal scorecard (Top-Layer SDBIP) consolidates service delivery targets set by the Council advised by the senior management and provides an overall picture of the performance of the municipality as a whole, reflecting performance in its strategic priorities for the 2021/22 financial year. The scorecard is the performance evaluation tool and is used during informal and formal performance reviews.

Components of the Top-Layer SDBIP include:

One-year detailed plan with the following components:

- Monthly projections of revenue to be collected from each source;
- Monthly projections of expenditure (operating and capital) and revenue for each vote;
- Quarterly projections of service delivery targets and performance indicators for each vote;
- Ward information for expenditure and service delivery; and
- Detailed capital works plan broken down by ward over three years.

Top-Layer KPIs were prepared based on the following:

- Key performance indicators (KPIs) for the programmes / activities identified to address the strategic objectives as documented in the IDP in co-operation with the community who identifies developmental priorities;
- KPIs identified during the IDP and KPIs that need to be reported to key municipal stakeholders; and
- KPIs to address the required national minimum reporting requirements.

3.30.6 Amendment of the Top Layer SDBIP

The TL SDBIP 2021/22 was reviewed once during the financial year under review and submitted to Council for approval on 06 June 2021 and revised on 23 February 2022.

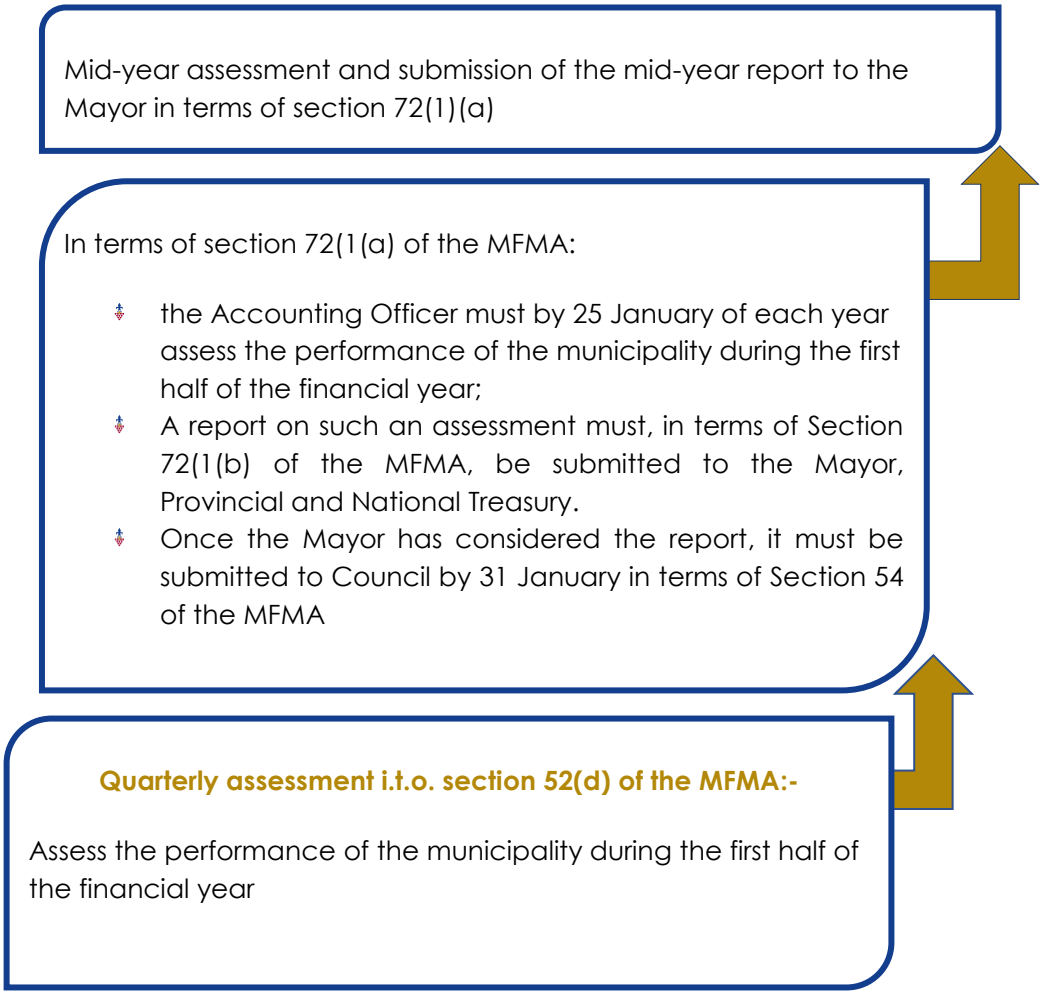
The municipality utilises an electronic web-based, real-time performance-based system on which KPI owners update actual performance monthly. KPI owners report on the results of the KPI by documenting the following information on the performance system:

- The actual result in terms of the target set;
- A performance comment; and
- Actions to improve the performance by the submission of corrective measures to meet the set target for the reporting interval in question if the target was not achieved.

It is the responsibility of every KPI owner to maintain a portfolio of evidence to support actual performance results updated and provide it to the Internal Auditor and AGSA upon request during the quarterly and annual audit testing.

3.30.7 Monitoring of the Service Delivery and Budget Implementation Plan

Municipal performance is measured as follows:



The Executive Mayor, who must provide general political guidance over the fiscal and financial affairs of the municipality, is required by Section 52(d) of the MFMA 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 the end of each quarter.

The actual performance was audited by the Department: Internal Audit (IA) and the results of their findings were submitted to the APAC:

- Quarter 1 (July to September);
- Quarter 2 (October to December);
- Quarter 3 (January to March); and
- Quarter 4 (April to June).

Other Municipal Personnel

The municipality has implemented individual performance management of employees on the three highest levels of management.

Municipal Manager and Managers directly accountable to the Municipal Manager

The MSA prescribes that the municipality must enter into performance-based agreements with the Municipal Manager and managers directly reporting to the Municipal Manager i.t.o. section 56. Performance agreements must be reviewed annually and are published for public interest. This process and the format are further regulated by Regulation 805 (August 2006), MSA.

The revised (latest) performance plans for the Municipal Manager and section 56 appointments for the 2021/22 financial year were signed on 23 February 2022 as prescribed. They include performance agreements for the:

- Municipal Manager;
- Chief Financial Officer;
- Director: Corporate Services;
- Director: Planning and Local Economic Development;
- Director: Community and Protection Services; and
- Director: Infrastructure Services.

Table 236: Performance management governance

	Performance Management Policy	All MSA s57/56 Performance contracts signed	Audit Committee	Municipal Public Accounts Committee (MPAC)	Quarterly Performance Reporting to Council	Annual Performance Reporting to Council
In place?	√	√	√	√	√	√

In the paragraphs below, the performance achieved is illustrated against the Top-Layer SDBIP according to the IDP strategic objectives. The following table explains the method by which the overall assessment of actual performance against targets set for the key performance indicators (KPIs) of the SDBIP is measured:

Table 237: Performance Assessment Criteria

Colour	Category	Explanation
	KPI Not Yet Measured	KPIs with no targets or actual results for the selected period
	KPI Not Met	Actual vs. target less than 75%
	KPI Almost Met	Actual vs. target between 75% and 100%
	KPI Met	Actual vs. target 100% achieved
	KPI Well Met	Actual vs. target more than 100% and less than 150% achieved
	KPI Extremely Well Met	Actual vs. target of more than 150% achieved

The TL SDBIP (the Municipal Scorecard) consolidates service delivery targets set by the Council / Senior Management and provides an overall picture of performance for the municipality as a whole, reflecting performance on its strategic priorities.

3.30.8 Overall Performance per Municipal Strategic Focus Area

The following table illustrates the municipality's overall performance per Municipal Strategic Focus Area (SFA). The Annual Performance Report 2021/22 was submitted to the Stellenbosch Municipal Council as well the AGSA in terms of the MSA, Section 46(1) and (2).

The tables below give a clear indication of what was reported to the Council on the municipality's performance in terms of the five (5) National Government's Key Performance Areas for local government, which are (1) Basic Service Delivery; (2) Local Economic Development; (3) Municipal Institutional Transformation and Development; (4) Municipal Financial Viability and Management and (5) Good Governance and Public Participation.

Table 238: Performance summary per Municipal Strategic Focus Area (SFA)

Stellenbosch Municipality		Municipal Strategic Focus Areas (SFAs)				
		SFA 1 - Valley of Possibility	SFA 2 - Green and Sustainable Valley	SFA 3 - Safe Valley	SFA 4 - Dignified Living	SFA 5 - Good Governance and Compliance
KPI Not Yet Measured	-	-	-	-	-	-
KPI Not Met	3 (6.98%)	-	-	-	1 (8.33%)	2 (12.50%)
KPI Almost Met	6 (13.95%)	1 (16.67%)	2 (33.33%)	-	1 (8.33%)	2 (12.50%)
KPI Met	22 (51.16%)	3 (50%)	3 (50%)	3 (100%)	3 (25%)	10 (62.50%)
KPI Well Met	8 (18.60%)	1 (16.67%)	-	-	6 (50%)	1 (6.25%)
KPI Extremely Well Met	4 (9.30%)	1 (16.67%)	1 (16.67%)	-	1 (8.33%)	1 (6.25%)
Total:	43	6	6	3	12	16
	100%	13.95%	13.95%	6.98%	27.91%	37.21%

CHAPTER 4: ORGANISATIONAL DEVELOPMENT PERFORMANCE

4.1 Introduction to the Municipal Workforce

Stellenbosch Municipality, as of 30 June 2022, employed **1 142** officials (excl. Councillors and excluding non-permanent positions), who individually and collectively contribute to the achievement of the municipality's objectives. The primary objective of Human Resource Management is to render an innovative HR service that addresses both skills development and an administrative function.

4.2 Employment Equity

The Employment Equity Act (1998), Chapter 3, section 15 (1), states that affirmative action measures are measures designed to ensure that suitably qualified people from designated groups have equal employment opportunities and are equitably represented in all occupational categories and levels in the workforce of a designated employer. The national performance indicator also refers to the "number of people from employment equity target groups employed in the three highest levels of management in compliance with a municipality's approved employment equity plan." The following table provides clarity on the employment equity status as at 30 September 2021.

Table 239: EE Targets / Actual by Racial Classification

Financial Year	African			Coloured			Indian			White		
	Target June	Actual June	Target reached	Target June	Actual June	Target reached	Target June	Actual June	Target reached	Target June	Actual June	Target reached
2018/19	334	372	111.4%	497	651	131%	23	4	17%	75	94	125.3%
2019/20	334	383	111.4%	497	680	137%	23	4	17%	75	96	128%
2020/21	334	395	118.3%	497	660	132.8%	23	4	17%	75	83	110.67%
2021/22	334	387	115.9%	497	671	135.01%	23	4	17%	75	79	105.3%

Table 240: Targets / Actual by Gender Classification

Financial Year	Male			Female			Disability		
	Target June	Actual June	Target reached	Target June	Actual June	Target reached	Target June	Actual June	Target reached
2018/19	681	750	110.1%	670	371	55.3%	10	10	100%
2019/20	681	760	111.6%	670	398	59.4%	10	10	100%
2020/21	681	737	108.22%	670	405	60.45%	10	10	100%
2021/22	681	735	107.9%	670	406	60.6%	10	10	100%

4.3 Occupational Categories - Race

The table below categorises the number of employees by race within the occupational levels.

Table 241: Occupational Categories – Race

Occupational Levels	Male				Female				Total
	A	C	I	W	A	C	I	W	
Top Management and Councillors	12	14	0	4	6	4	0	11	**51**
Senior management	0	4	0	3	1	2	0	0	**10**
Professionally qualified and experienced specialists and mid-management	5	23	2	11	18	17	1	10	**87**
Skilled technical and academically qualified workers, junior management, supervisors, foremen and superintendents	48	122	1	28	58	91	0	16	**364**
Semi-skilled and discretionary decision making	88	163	0	6	49	90	0	3	**399**
Unskilled and defined decision making	101	119	0	0	24	30	0	0	**274**
Total permanent	254	445	3	52	156	234	1	40	**1 185**
Non-permanent employees (incl. EPWP, Conditional Grants, Provincial Grants)	18	19	0	7	38	29	0	0	**111**
Grand total	**272**	**464**	**3**	**59**	**194**	**263**	**1**	**40**	**1 296**

4.4 Directorates by Race

The following table categorises the number of employees by race within the different Directorates:

Table 242: Directorates by Race

Directorate	Male				Female				Total
	A	C	I	W	A	C	I	W	
Office of the Mayor	12	12	0	4	6	4	0	10	**48**
Office of the Municipal Manager	0	2	0	1	5	6	0	2	**16**
Financial Services	9	32	1	2	18	50	0	5	**117**
Planning and Economic Development	6	22	0	6	17	24	0	7	**82**
Corporate Services	7	25	1	1	14	22	0	5	**75**
Community and Protection Services	76	129	1	23	59	90	1	8	**387**
Infrastructure Services	145	230	0	15	31	39	0	3	**463**
Total permanent	**255**	**452**	**3**	**52**	**150**	**235**	**1**	**40**	**1 188**
Non-permanent (incl. EPWP, Conditional Grants, Provincial Grants)	18	19	0	7	38	29	0	0	**111**
Grand total	**273**	**471**	**3**	**59**	**188**	**264**	**1**	**40**	**1 299**

4.5 Vacancy Rate

The approved organogram for the municipality had **1 120 (funded)** posts based on the 2017/18 financial year. On 01 July 2018, the approved organogram of 25th October 2017 was implemented which brought about a total post compliment of **1 873** posts and was further reviewed and revised with another **123** posts which made the total post compliment **1 996** posts on 27 February 2019. The actual positions filled in the 2021/22 financial year are indicated in the tables below by post level and by functional level.

A total of **96** posts were vacant and funded at the end of 2021/22, resulting in a vacancy rate of **8.42%.** Below is a table that indicates the vacancies within the municipality:

Table 243: Vacancy rate per post and functional level

Per Post Level		
Post Level	**Filled**	**Vacant**
Top Management (MM and MSA section 57 Managers)	5	1
Senior Management	10	7
Middle management	84	5
Skilled technical and academically qualified workers, junior management, supervisors, foremen and superintendents	364	25
Semi-skilled	399	34
Unskilled and defined decision making	274	24
Total	**1 140**	**96**
Per Functional Level		
Functional area	**Filled**	**Vacant**
Office of the Mayor	45	0
Office of the Municipal Manager	16	0
Financial Services	117	17
Planning and Economic Development	82	8
Corporate	75	8
Community and Protection Services	387	28
Infrastructure Services	463	35
Total	**1 185**	**96**

4.6 Turnover rate

A high turnover may be costly to a municipality and might negatively affect productivity, service delivery and institutional memory / organisational knowledge. Below is a table that shows the turnover rate in the municipality.

The table below indicates the turnover rate over the last four financial years.

Table 244: Turn-over Rate

Financial year	Total no appointments at the end of each Financial Year	New appointments	Number of terminations during the year	Turn-over Rate
2018/19	1 121	55	39	3.47%
2019/20	1 158	60	51	4.40%
2020/21	1 142	48	61	5.34%
2021/22	1 140	82	82	7.19%

4.7 Managing the Municipal Workforce

Managing the municipal workforce refers to analysing and coordinating employee behaviour.

An occupational injury is a personal injury, disease or death resulting from an occupational accident. Compensation claims for such occupational injuries are calculated according to the

seriousness of the injury / disease and can be costly to a municipality. An occupational injury will influence the loss of man-hours and therefore financial and productivity performance.

The injury rate shows a decrease from the previous financial year, 2020/21. The recorded IOD Claims submitted during the 2021/22 financial year were and it is less than the previous year. The table below indicates the total number of injuries within the different directorates.

Table 245: Injuries per Directorate

Directorates	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Office of the Municipal Manager	1	1	0	0	0	0
Financial Services	3	0	0	2	4	0
Planning and Economic Development Services	0	3	3	2	10	12
Corporate Services	1	1	1	7	9	5
Community and Protection Services	54	73	49	36	21	35
Infrastructure Services	64	42	32	42	77	57
Total	**130**	**125**	**86**	**92**	**121**	**109**

Injuries in operational services are normally higher due to the nature of work and the constant handling of equipment and machinery.

4.8 Sick Leave

The number of days of sick leave taken by employees has service delivery and cost implications. The monitoring of sick leave identifies certain patterns or trends. Once patterns of concern are identified, corrective actions are taken.

The total number of employees that have taken sick leave during the 2021/22 financial year shows a decrease of **3 657.14** working days when comparing it to the 2020/21 financial year.

The table below indicates the total number of sick leave days taken within the different directorates.

Table 246: Table 185: Sick Leave as at 30 June 2022

Directorate	2020/21	2020/21 (%)	2021/22	2021/22 (%)
Office of the Municipal Manager	150	35.16	129	30.23
Financial Services	1 351	41.52	812	26.25
Planning and Economic Development	671	31.06	436	20.19
Corporate Services	806.08	38.26	572.44	28.62
Community and Protection Services	3 598	33.40	2 386	23.12
Infrastructure Services	3 955	33.48	2 538.5	20.69
Total	**10 531.08**	**34.49**	**6873.94**	**22.71**

4.9 Human Resources Policies and Plans

Policies and plans guide fair and consistent staff treatment and a consistent approach to the management of staff.

The table below shows the status of the Human Resources policies and plans:

Table 247: Approved Policies for the year under review

Name of policy	Date approved / revised
Overtime and Standby Policy	22 June 2022
New Recruitment and Selection Policy	22 June 2022

Table 248: Policies still to be developed

Policies still to be developed	
Name of policy	**Proposed date of approval**
Employment Equity Policy.	In the 2022/23 financial year
HIV / AIDS Policy (review).	In the 2022/23 financial year
Work from Home Policy	In the 2022/23 financial year

The Department: Human Resources Management submits policies to the Local Labour Forum regularly for review purposes.

4.10 Capacity building of the Municipal Workforce

The Skills Development Act, 1998 (Act No. 97 of 1998) and the MSA require that employers supply employees with the necessary training to develop its human resource capacity. Section 55(1)(f) states that as head of administration, the Municipal Manager is responsible for the management, utilisation and training of staff.

4.11 Skills Matrix

The table below indicates the number of employees that received training in the year under review.

Table 249: Number of employees that received training

Management level	Gender	Number of employees identified for training at the start of the year	Number of employees that received training
MM and S57	Female	0	0
	Male	1	1
Legislators, senior officials and managers	Female	4	3
	Male	6	4
Professionals	Female	5	1
	Male	5	2
Associate professionals and Technicians	Female	18	17
	Male	59	34
Community and Personal Services	Female	0	0
	Male	0	0
Clerks	Female	45	20
	Male	12	08
Service and sales workers	Female	17	32
	Male	36	62
Plant and machine operators and assemblers	Female	0	0
	Male	20	13
Elementary occupations	Female	2	08
	Male	200	92
Sub-total	**Female**	**111**	**81**

Management level	Gender	Number of employees identified for training at the start of the year	Number of employees that received training
	Male	339	216
Total		450	297

4.12 Skills Development – Training Provided and Budget allocation

The Skills Development Act, 1998 (Act No. 97 of 1998) and the MSA, require that employers supply employees with the necessary training to develop its human resource capacity. Section 55(1)(f) states that as head of administration, the Municipal Manager is responsible for the management, utilisation and training of staff.

The table below indicates that a total amount of **R 3 267 622** was spent on the workplace skills plan. This represents **0.55%** when compared to the total salary budget of the municipality in the 2020/21 financial year.

Municipalities are required, in terms of the Skills Development Act, to spend at least 1% of its salary budget on its workplace skills plan.

Table 250: Budget allocated and spent for skills development

Year	Total personnel budget	Total Allocated	Total Spend	% Spent
	R	R	R	
2020/21	R 532 497 021	R 532 497 021	R 3 300 217	0.62%
2021/22	R 598 305 199	R 5 838 508	R 3 267 622	0.55%

4.13 Managing the Municipal Workforce Expenditure

4.13.1 Personnel Expenditure

The percentage of personnel expenditure is essential in the budgeting process as it reflects on current and future efficiency. The table below indicates the percentage of the municipal budget that was spent on salaries and allowances for the past five financial years and that the municipality is well below the national norm of between 35 to 40%.

Table 251: Personnel Expenditure as % of Total Operating Expenditure

Financial year	Total expenditure salary and allowances	Total operating expenditure	Percentage
	R		%
2017/18	407 801	1 307 335	31%
2018/19	444 711	1 508 629	29%
2019/20	481 583	1 661 441	29%
2020/21	544 391	1 809 977	30%
2021/22	550 719	1 925 898	29%

Below is a summary of Councillor and staff benefits for the year under review.

Table 252: Councillor and staff benefits

Financial year	2020/21	2021/22		2021/22
Description	Actual	Original Budget	Adjusted Budget	Actual
	R'000			
Councillors (Political Office Bearers Plus Other)				
Salary	12 149	14 463	18 106	15 253
Pension Contributions	535	882	0	438
Medical Aid Contributions	246	96	0	156
Motor Vehicle Allowance	4 356	5 145	0	2 039
Cell Phone and Other Allowances	1 906	1 392	1 954	1 929
Sub-Total - Councillors	**19 192**	**21 978**	**20 060**	**19 815**
% Increase / (Decrease) on Actual	**0.37%**	**14.94%**	**4.91%**	**3.63%**
Other Municipal Staff				
Basic Salaries and Wages	338 573	358 788	355 068	341 185
Pension and UIF Contributions	54 564	65 237	55 345	53 202
Medical Aid Contributions	25 304	31 650	25 497	25 682
Overtime	40 596	37 167	44 491	35 056
Performance Bonus	1 190	627	0	1 242
Motor Vehicle Allowance	9 995	12 472	10 719	9 473
Cellphone Allowance	1 883	1 280	2 469	1 884
Housing Allowances	2 773	3 594	2 740	2 798
Other benefits and allowances	47 353	63 231	49 326	55 904
Payments in lieu of leave	-	2 538	3 279	1 690
Other Municipal staff				
Long service awards	3 904	1 206	4 226	52
Post-retirement benefit obligations	18 257	29 669	25 085	22 551
Sub-Total - Other Municipal Staff	544 391	607 459	578 245	550 719
% Increase / (Decrease)	13.04%	11.59%	6.22%	1.16%
Total municipality	**562 803**	**629 437**	**598 305**	**570 534**
% Increase / (Decrease)	**12.41%**	**11.84%**	**6.31%**	**1.37%**

CHAPTER 5: FINANCIAL PERFORMANCE

COMPONENT A: STATEMENTS OF FINANCIAL PERFORMANCE

The Statement of financial performance provides an overview of the financial performance of the municipality and focuses on the financial health of the municipality.

5.1 Financial Summary

The table below indicates the summary of the financial performance for the 2021/22 financial year.

Table 253: Financial Performance

Description	2020/21	2021/22			2021/22 Variance	
	Actual	Original Budget	Adjustment Budget	Actual	Original Budget	Adjustment Budget
	R'000				%	
Financial Performance						
Property rates	387 057	405 668	415 668	414 446	-2.16	0.29
Service charges	932 616	1 156 097	1 144 568	1 090 198	5.70	4.75
Investment revenue	19 515	13 200	19 613	18 770	-42.20	4.30
Transfers recognised - operational	194 790	204 313	204 230	196 208	3.97	3.93
Other own revenue	270 523	222 808	199 166	336 518	-51.03	-68.96
Total revenue (excluding capital transfers and contributions)	**1 804 501**	**2 002 086**	**1 983 245**	**2 042 353**	**-2.70**	**-3.68**
Employee costs	558 472	607 458	578 247	550 719	9.34	4.76
Remuneration of councillors	18 657	21 978	20 059	19 815	9.84	1.22
Depreciation and asset impairment	212 325	211 541	211 541	213 746	-1.04	-1.04
Finance charges	38 557	43 842	45 476	44 332	-1.12	2.52
Materials and bulk purchases	453 758	507 669	507 699	559 177	-10.15	-10.14
Transfers and grants	11 010	13 600	13 524	13 364	1.74	1.18
Other expenditure	539 722	611 371	601 133	524 745	-14.17	-12.71
Total Expenditure	**1 832 501**	**2 017 459**	**1 977 679**	**1 925 898**	**4.54**	**2.62**
Surplus / (Deficit)	**-28 000**	**-15 373**	**5 566**	**9 541**		
Transfers recognised - capital	69 847	105 554	116 991	92 852	12.29	20.86
Contributions recognised - capital and contributed assets	13 658	0	16 355	357	0	97.82
Surplus / (Deficit) after capital transfers and contributions	**55 505**	**90 181**	**138 912**	**223 451**	**-147.78**	**-60.86**
Capital expenditure and funds sources						
Capital expenditure						
Transfers recognised - capital	69 847	105 554	117 299	116 481	-10.35	0.70
Public contributions and donations	141	-	-	2 070	0	0
Borrowing	97 649	144 000	152 862	128 766	10.58	15.76
Internally generated funds	295 181	156 500	133 347	100 293	35.92	24.79
Total sources of capital funds	**462 818**	**406 054**	**403 508**	**347 610**	**14.39**	**13.85**
Financial position						
Total current assets	643 769	591 918	591 918	751 388	-26.94	-26.94
Total non-current assets	5 861 066	6 074 717	6 074 717	5 994 848	1.31	1.31
Total current liabilities	425 949	334 628	334 628	436 156	-30.34	-30.34
Total non-current liabilities	676 674	777 185	777 185	791 468	-1.84	-1.84
Community wealth / equity	5 402 212	5 554 821	5 554 821	5 518 611	0.65	0.65

Description	2020/21	2021/22			2021/22 Variance	
	Actual	Original Budget	Adjustment Budget	Actual	Original Budget	Adjustment Budget
	R'000				%	
Net cash from (used) operating	222 064	267 756	267 756	345 407	29	29
Net cash from (used) investing	-297 643	-387 460	-387 460	-428 959	10.71	10.71
Net cash from (used) financing	76 027	22 961	22 961	109 779	100	100
Cash / cash equivalents at the year-end	**169 939**	**72 748**	**72 748**	**137 877**	**-89.53**	**-89.53**
Cash backing / surplus reconciliation						
Cash and investments available	334 083	217 695	217 695	443 400	-103.68	-103.68
Application of cash and investments	5 441 471	164 011	164 011	406 090	-147.60	-147.60
Balance - surplus (shortfall)	-5 311 080	53 684	53 684	37 310	30.50	30.50
Asset management						
Asset register summary (WDV)	5 426 298	5 437 921	5 647 868	5 562 988	-2.30	-1.50
Depreciation	212 325	211 541	211 541	211 032	0.24	0.24
Renewal of Existing Assets	29 798	9 950	32 133	4 210	57.69	86.90
Repairs and Maintenance	83550	90 336	85 477	64350	28.77	24.72
Free Services						
Cost of Free Basic Services provided	-	3 401	6 601	6 134	-80.36	7.07
The revenue cost of free services provided	-	43 344	51 902	59 462	-37.19	-14.57
Households below the minimum service level						
Water:	1	1	1	1	0	0
Sanitation / sewerage:	1	1	1	1	0	0
Energy:	2	2	2	2	0	0
Refuse:	4	4	4	4	0	0
Variances are calculated by dividing the difference between the actual and original / adjustments budget by the actual. This table is aligned.						

The table below shows a summary of performance against budgets.

Table 254: Performance against Budgets

Financial Year	Revenue				Operating expenditure			
	Budget	Actual	Diff.	%	Budget	Actual	Diff.	%
	R'000				R'000			
2016/17	1 490 495	1 534 354	43 859	2.94%	1 450 845	1 316 387	134 458	9.27%
2017/18	1 778 647	1 609 729	-168 918	-9.50%	1 575 255	1 363 953	211 302	13.41%
2018/19	1 738 394	1 629 667	-108 727	-6.25%	1 719 105	1 508 629	210 476	12.24%
2019/20	1 834 539	1 742 596	-91 943	-5.01%	1 778 284	1 661 441	116 843	6.57%
2020/21	1 930 252	1 805 680	-124 572	-6.45%	1 830 891	1 812 392	18 499	1.01%
2021/22	2 116 591	2 042 353	-74 238	-3,51%	1 977 679	1 925 898	51 781	2,62%

5.2 Revenue Collection by Vote

The table below indicates the revenue collection performance by vote.

Table 255: Revenue collection performance by vote

Vote Description	2020/21	2021/22			2020/21 Variance	
	Actual	Original Budget	Adjusted Budget	Actual	Original Budget	Adjustment Budget
	R'000				%	
Municipal Manager	147 535	-	550	-	-	100
Planning and Development	5 271	23 545	27 468	25 576	-8.63	6.89
Infrastructure Services	481 200	1 394 599	1 389 692	1 330 905	4.57	4.23
Community and Protection Services	1 170 669	197 435	188 151	166 824	15.50	11.34
Corporate Services	277	6 339	5 846	5 787	8.71	1.01
Financial Services	27 519	503 686	504 885	513 261	-1.90	1.66
Total Revenue by Vote	**1 832 501**	**2 125 604**	**2 116 592**	**2 042 353**	**3.92**	**3.51**

5.3 Revenue Collection by Source

The table below indicates the Revenue collection performance by source for the 2021/22 financial year.

Table 256: Revenue Collection by Source

Description	2020/21	2021/22			2021/22 Variance	
	Actual	Original Budget	Adjustments Budget	Actual	Original Budget	Adjustment Budget
	R'000				%	
Property rates	387 057	405 668	415 668	414 445	2.16	-0.29
Service Charges	932 616	1 156 097	1 144 568	1 076 411	-6.89	-5.95
Rentals of facilities and equipment	14 714	11 175	10 812	12 173	8.93	12.59
Interest earned - external investments	19 515	13 200	19 613	18 770	42.20	-4.30
Interest earned - outstanding debtors	8 114	14 034	12 495	12 858	-8.38	2.91
Dividends received	0	0	0	0	-	0
Fines	108 908	147 425	120 165	122 657	-16.80	2.07
Licences and permits	5 216	5 778	5 778	7 809	35.15	35.15
Agency services	4 833	3 077	4 077	3 019	-1.88	-25.95
Transfers recognised - operational	194 790	204 313	203 746	196 208	-3.97	-3.70
Transfers recognised - capital	69 988	105 554	127 946	92 852	-12.03	-27.43
Other revenue	50 493	41 319	44 839	71 084	72.04	58.53
Gains on the disposal of PPE	9 436	0	1 000	0	100	100
Total Revenue (excluding capital transfers and contributions)	**1 805 680**	**2 107 640**	**2 110 707**	**2 028 286**	**-3,77**	**-3,90**

5.4 Operational Services Performance

The table below indicates the operational services performance for the 2021/22 financial year.

Table 257: Operational Services Performance: Expenditure

Description	2020/21	2021/22			2021/22 Variance	
	Actual	Original Budget	Adjustments Budget	Actual	Original Budget	Adjustment Budget
			R'000			%
Operating Cost						
Water	131 801	148 086	110 204	135 888	8.24	-23.31
Wastewater (Sanitation)	138 141	162 319	153 109	136 215	16.08	11.03
Electricity	522 700	604 990	617 762	627 110	-3.66	-1.51
Waste Management	118 389	145 504	136 780	131 189	9.84	4.09
Housing	33 977	39 351	30 915	23 144	41.19	25.14
Component A: sub-total	**945 008**	**1 100 250**	**1 048 771**	**1 053 546**	**4.24**	**-0.46**
Roads and Stormwater	114 333	108 034	113 183	108 786	-0.70	3.89
Component B: sub-total	**114 333**	**108 034**	**113 183**	**108 786**	-0.70	3.89
Town Planning and Spatial Planning	26 708	21 249	26 956	25 966	-22.20	3.67
Local Economic Development	10 175	15 189	12 757	14 518	4.42	-13.80
Component C: sub-total	**36 883**	**36 438**	**39 713**	**40 484**	-11.10	-1.94
Libraries	13 118	17 029	16 801	9 855	42.13	41.34
Cemeteries	6 254	5 908	6 428	4 779	19.11	25.65
Community development	11 238	9 748	12 914	12 930	-32.64	-0.13
Component D: sub-total	**30 610**	**32 686**	**36 143**	**27 565**	15.67	23.73
Environmental Protection	-	–	–	–	0	0
Component E: sub-total	**0**	**0**	**0**	**0**	0	0
Traffic services	233 793	197 967	208 895	218 992	-10.62	-4.83
Fire Services and Disaster Management	46 237	51 305	51 563	52 954	-3.21	-2,70
Component F: sub-total	**280 030**	**249 272**	**260 457**	**271 946**	-9,10	-4,41
Holiday Resorts and Campsites	434	534	560	539	-1,08	3,64
Sport grounds, parks, swimming pools	67474	82 500	81 209	71 405	13,45	12,07
Community Halls, Facilities and Thusong Centres	3 579	1 164	4 970	4 753	-308,39	4,37
Component G: sub-total	**71 487**	**84 198**	**86 739**	**76 697**	8,91	11,58
Office of the MM	25 318	26 246	17 305	17 555	33,11	-1,45
Financial Services	110 661	223 156	239 309	93 037	58,31	61,12

Description	2020/21	2021/22			2021/22 Variance	
	Actual	Original Budget	Adjustments Budget	Actual	Original Budget	Adjustment Budget
	R'000				%	
Administration	74 623	119 083	91 281	103 056	13,46	-12,90
Property and contract management	36 441	41 692	41 827	29 755	28.63	28.86
HR	18 7341	41 926	50 963	42 393	-1.11	16.82
IT	41 251	48 920	50 642	45 009	7.99	11.12
Internal Audit	11 389	13 425	11 805	9 335	30.47	20.92
Legal Services	13 210	13 511	8 660	6 735	50.15	22.23
Component H: sub-total	**331 626**	**527 959**	**511 792**	**346 875**	34.30	32.22
Total Expenditure	**1 832 501**	**2 138 837**	**2 096 799**	**1 925 898**	**9.96**	**8.15**

In this table, operational income is offset against operational expenditure leaving a net operational expenditure total for each service. Variances are calculated by dividing the difference betweenthe actual and original / adjustments budget by the actual.

5.5 Financial Performance Per Municipal Function

The tables below indicate the financial performance per municipal function as at 30 June 2022.

5.5.1 Water Services

Table 258: Financial Performance: Water Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(155 113)	(172 558)	(173 377)	(159 914)	-7.77
Expenditure:					
Employees	30 923	36 924	33 744	35 941	-6.51
Repairs and Maintenance	6 226	7 015	4 815	2 842	40.98
Other	94 653	104 147	71 645	97 105	-35.54
Total Operational Expenditure	**131 801**	**148 086**	**110 204**	**135 888**	**-23.31**
Net Operational (Service)	**(23 311)**	**(24 472)**	**(63 173)**	**(24 026)**	**61.97**

Variances are calculated by dividing the difference between the actual and original budget by the actual.

5.5.2 Sanitation Services

Table 259: Financial Performance: Sanitation Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(126 641)	(150 230)	(142 206)	(142 904)	-0.49
Expenditure:					
Employees	44 390	51 571	44 112	39 179	11.18
Repairs and Maintenance	19 852	16 265	14 941	12 162	18.60
Other	73 899	94 483	94 056	84 874	9.76
Total Operational Expenditure	**138 141**	**162 319**	**153 109**	**136 215**	**11.03**
Net Operational (Service)	**11 500**	**12 089**	**10 904**	**(6 689)**	**161.35**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.3 Electricity Services

Table 260: Financial Performance: Electricity Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(671 545)	(842 738)	(853 044)	(794 640)	6.85
Expenditure:					
Employees	31 428	19 980	30 267	30 486	-0.72
Repairs and Maintenance	9 969	11 156	9 001	5 552	38.32
Other	481 304	573 854	578 494	591 071	-2.17
Total Operational Expenditure	**522 700**	**604 990**	**617 762**	**627 110**	**-1.51**
Net Operational (Service)	**(148 845)**	**(237 748)**	**(235 282)**	**(167 530)**	**28.80**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.4 Waste Management Services (Refuse collections, Waste disposal and Recycling)

Table 261: Financial Performance: Waste Management Services (Refuse Collections, Waste Disposal, and Recycling)

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(108 186)	(121 589)	(122 115)	(119 478)	2.16
Expenditure:					
Employees	31 138	43 679	31 729	26 551	16.32
Repairs and Maintenance	2 155	3 670	3 440	4 294	-24.82
Other	85 096	98 155	101 611	100 344	1.25
Total Operational Expenditure	**118 389**	**145 504**	**136 780**	**131 189**	**4.09**
Net Operational (Service)	**10 204**	**23 916**	**14 665**	**11 711**	**20.15**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.5 Integrated Human Development

Table 262: Financial Performance: Integrated Human Settlement Personnel Expenditure

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(7 633)	(14 472)	(18 394)	(23 185)	-26.05
Expenditure:					
Employees	20 771	30 045	21 436	17 495	18.39
Repairs and Maintenance	700	1 161	1 261	916	27.31
Other	12 505	8 146	8 218	4 733	42.41
Total Operational Expenditure	33 977	39 351	30 915	23 144	25.14
Net Operational (Service)	**26 344**	**24 879**	**12 521**	**-41**	**100.33**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.6 Roads and Stormwater

Table 263: Financial Performance: Roads and Stormwater

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(4 726)	(4 998)	(51 858)	(59 638)	-15
Expenditure:					
Employees	33 269	28 202	32 854	32 029	2.51
Repairs and Maintenance	19 794	22 096	21 609	18 875	12.65
Other	61 270	57 737	58 721	57 881	1.43
Total Operational Expenditure	114 333	108 034	113 183	108 786	3.89
Net Operational (Service)	**109 607**	**103 036**	**61 325**	**49 148**	**19.86**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.7 Town and Spatial Planning

Table 264: Financial Performance: Town Planning and Spatial planning

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(35)	(29)	(29)	(23)	17.87
Expenditure:					
Employees	25 242	18 079	24 174	24 445	-1.12
Repairs and Maintenance	3	–	–	–	0
Other	1 463	3 170	2 782	1 521	45.32
Total Operational Expenditure	26 708	21 249	26 956	25 966	3.67
Net Operational (Service)	**26 673**	**21 220**	**26 928**	**25 942**	**3.66**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.8 Local Economic Development (LED)

Table 265: Financial Performance: Local Economic Development (LED)

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(1 439)	(3 633)	(6 233)	(5 138)	17.56
Expenditure:					
Employees	3 980	7 088	4 592	6 963	-51.62
Repairs and Maintenance	-	–	100	63	36.85
Other	6 195	8 101	8 064	7 491	7.10
Total Operational Expenditure	10 175	15 189	12 757	14 518	-13.80
Net Operational (Service)	**8 736**	**11 556**	**6 524**	**9 379**	**-43.77**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.9 Libraries

Table 266: Financial Performance: Libraries

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(10 761)	(11 434)	(16 989)	(9 969)	41.32
Expenditure:					
Employees	11 398	14 625	13 900	8 414	39.47
Repairs and Maintenance	23	181	881	151	82.92
Other	1 696	2 223	2 019	1 291	36.09
Total Operational Expenditure	13 118	17 029	16 801	9 855	41.34
Net Operational (Service)	**2 357**	**5 595**	**(187)**	**(114)**	**39.14**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.10 Community Development

Table 267: Financial Performance: Community Development

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(188)	(81)	(81)	(74)	8.30
Expenditure:					
Employees	3 815	495	4 810	5 511	-14.57
Repairs and Maintenance	7	40	20	17	13.32
Other	7 416	9 214	8 084	7 402	8.43
Total Operational Expenditure	11 238	9 748	12 914	12 930	-0.13
Net Operational (Service)	**11 050**	**9 668**	**12 833**	**12 856**	**-1.18**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.11 Cemeteries

Table 268: Financial Performance: Cemeteries

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(1 016)	(3 542)	(1 342)	(1 205)	10.21
Expenditure:					
Employees	3 305	3 268	3 713	3 466	6.64
Repairs and Maintenance	2 000	1 815	1 418	333	76.54
Other	949	825	1 298	980	24.45
Total Operational Expenditure	6 254	5 908	6 428	4 779	25.65
Net Operational (Service)	**5 238**	**2 366**	**5 086**	**3 574**	**29.72**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.12 Traffic Services and Law Enforcement

Table 269: Financial Performance: Traffic Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(128 709)	(171 602)	(149 743)	(150 633)	-0.59
Expenditure:					
Employees	69 553	64 222	71 969	65 680	8.74
Repairs and Maintenance	1 922	2 780	2 371	2 404	-1.38
Other	162 319	130 965	134 554	150 908	-12.15
Total Operational Expenditure	233 793	197 967	208 895	218 992	-4.83
Net Operational (Service)	**105 084**	**26 365**	**59 151**	**68 359**	**-15.57**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.13 Fire Services and Disaster Management

Table 270: Financial Performance: Fire Services and Disaster Management Personnel Expenditure

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(756)	(1 164)	(1 164)	(761)	34.66
Expenditure:					
Employees	39 583	43 100	41 711	43 134	-3.41
Repairs and Maintenance	905	1 248	1 903	2 214	-16.33
Other	5 749	6 958	7 949	7 607	4.31
Total Operational Expenditure	46 237	51 305	51 563	52 954	-2.70
Net Operational (Service)	**45 481**	**50 141**	**50 399**	**52 193**	**-3.56**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.14 Holiday Resorts and Campsites

Table 271: Financial Performance: Holiday Resorts and Campsites

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(3)	(865)	(865)	(546)	36.86
Expenditure:					
Employees	251	250	446	478	-7.09
Repairs and Maintenance	142	179	54	2	95.84
Other	41	104	60	59	0.61
Total Operational Expenditure	434	534	560	539	3.64
Net Operational (Service)	**431**	**(331)**	**(305)**	**(7)**	**97.83**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.15 Sport grounds, Parks and Swimming Pools

Table 272: Financial Performance: Sport Grounds, Parks and Swimming Pools

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(3 088)	(1 780)	(5 381)	(3 687)	31.49
Expenditure:					
Employees	42 291	41 657	46 334	39 491	14.77
Repairs and Maintenance	10 700	11 547	14 254	10 419	26.90
Other	14 482	29 296	20 621	21 495	-4.24
Total Operational Expenditure	67 474	82 500	81 209	71 405	12.07
Net Operational (Service)	**64 386**	**80 720**	**75 828**	**67 718**	**10.69**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.16 Community Halls and Thusong Centres

Table 273: Financial Performance: Community Halls and Thusong Centres

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(5 550)	(3 222)	(6 241)	(8 832)	-41.51
Expenditure:					
Employees	2 962	–	3 866	3 857	0.23
Repairs and Maintenance	17	161	150	130	13.34
Other	600	1 003	954	766	19.75
Total Operational Expenditure	3 579	1 164	4 970	4 753	4.37
Net Operational (Service)	**(1 971)**	**(2 058)**	**(1 271)**	**(4 079)**	**-220.93**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.17 Office of the Municipal Manager

Table 274: Financial Performance: Office of the Municipal Manager

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(277	-	-	-	-
Expenditure:					
Employees	18 004	21 236	12 420	15 810	-27.29
Repairs and Maintenance	17	70	90	11	88.22
Other	7 297	4 941	4 794	1 735	63.81
Total Operational Expenditure	25 318	26 246	17 305	17 555	-1.45
Net Operational (Service)	**25 040**	**26 246**	**17 305**	**17 555**	**1.73**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.18 Human Resource Services

Table 275: Financial Performance: Human Resource Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(1 286)	(250)	(1 252)	(1 202)	4
Expenditure:					
Employees	14 095	30 179	–	32 473	0
Repairs and Maintenance	–	49	46	–	100
Other	4 639	11 698	50 916	9 920	80.52
Total Operational Expenditure	18 734	41 926	50 963	42 393	16.82
Net Operational (Service)	**17 488**	**41 676**	**49 711**	**41 191**	**17.14**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.19 Information and Communication Technology (ICT) Services

Table 276: Financial Performance: Information and Communication Technology (ICT) Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	0	0	0	0	0
Expenditure:					
Employees	8 183	7 987	–	8 078	0.00
Repairs and Maintenance	548	1 869	1 064	468	56.02
Other	32 520	39 064	49 578	36 463	26.45
Total Operational Expenditure	41 251	48 920	50 642	45 009	11.12
Net Operational (Service)	**41 215**	**48 920**	**50 642**	**45 009**	**11.12**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.20 Legal Services

Table 277: Financial Performance: Legal Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(2)	(1)	(1)	(150)	-99,09
Expenditure:					
Employees	4 714	5 980	–	1 701	0
Repairs and Maintenance	–	–	–	–	0
Other	8 497	7 531	8 660	5 034	41.87
Total Operational Expenditure	13 210	13 511	8 660	6 735	22.23
Net Operational (Service)	**13 871**	**13 510**	**8 659**	**6 585**	**23.95**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.21 Property Management

Table 278: Financial Performance: Property and Contract Management

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(3 422)	(5 002)	(3 506)	(4 129)	-17.777
Expenditure:					
Employees	7 815	7 602	–	8 129	0
Repairs and Maintenance	7 808	8 361	7 309	3 184	56.44
Other	20 818	25 728	34 518	18 441	46.57
Total Operational Expenditure	36 441	41 692	41 827	29 755	28.86
Net Operational (Service)	**33 020**	**36 690**	**38 321**	**25 626**	**33.13**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.22 Financial Services

Table 279: Financial Performance: Financial Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(481 200)	(503 686)	(503 885)	(511 652)	-1.54
Expenditure:					
Employees	64 602	75 834	–	57 196	-0.00
Repairs and Maintenance	670	159	159	109	31.32
Other	45 389	147 163	239 150	35 732	85.06
Total Operational Expenditure	110 611	223 156	239 309	93 037	61.12
Net Operational (Service)	**(370 539)**	**(280 530)**	**(264 575)**	**(414 875)**	**-58.52**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.23 Internal Audit

Table 280: Financial Performance: Financial Services

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	0	0	(550)	0	100
Expenditure:					
Employees	4 942	5 975	–	3 995	-0
Repairs and Maintenance	0	–	–	–	0
Other	6 477	7 450	11 805	5 340	54.76
Total Operational Expenditure	11 389	13 425	11 805	9 335	20.92
Net Operational (Service)	**4 942**	**5 975**	**–**	**3 995**	**-0**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.5.24 Administration

Table 281: Financial Performance: Administration

Description	2020/21	2021/22			
	Actual (Audited Outcome)	Original Budget	Adjustment Budget	Actual	Variance to Budget
	R'000				%
Total Operational Revenue	(15 699)	(112 731)	(57 337)	(44 044)	23.18
Expenditure:					
Employees	27 736	51 530	37 292	40 219	-7.85
Repairs and Maintenance	93	513	591	204	65.42
Other	46 793	67 040	53 398	62 632	-17.29
Total Operational Expenditure	74 623	119 083	91 281	103 056	-12.90
Net Operational (Service)	**58 923**	**6 351**	**33 944**	**59 012**	**-73.85**
Variances are calculated by dividing the difference between the actual and original budget by the actual.					

5.6 Grants

5.6.1 Grant Performance

The municipality had a total amount of **R196 million** for operational expenditure available that was received in the form of grants from the National and Provincial Governments during the 2021/22 financial year. The performance in the spending of these grants is summarised as follows:

Table 282: Grant Performance

Description	2020/21	2021/22			2021/22 Variance	
	Actual	Budget	Adjustment Budget	Actual	Original Budget	Adjustment Budget
	R'000				%	
National Government:	**178 568**	**168 531**	**168 531**	**168 531**	**0**	**100**
Equitable Share	170 632	157 136	157 136	157 136	0	0
Financial Management Grant	1 550	1 550	1 550	1 550	0	0
EPWP	4 961	5 998	5 998	5 998	0	0
Integrated Urban Development Grant	1 425	3 847	3 847	3 847	0	0
Provincial Government:	**11 850**	**22 236**	**34 011**	**27 178**	**-22.23**	**20.09**
Community Development Workers Operational Support Grant	93	38	38	38	0	0
Library Services: Conditional Grant	10 720	11 144	11 144	9 336	16.22	16.22
WC Financial Management Support Grant	-	550	550	-	100	100
Local Government Public Employment Support Grant	-	1 800	1 800	1 800	0	0
Municipal Accreditation and Capacity Building Grant	-	252	490	77	69.44	84.29
Financial Management Capacity Building Grant	495	250	415	395	-58	4.82
LG Graduate Internship Grant	74	-	-	-	0	0
Human Settlements Development Grant	0	-	10 000	10 000	0	0
Maintenance and Construction of Transport Infrastructure	-	4 950	4 950	4 950	0	0

Description	2020/21	2021/22			2021/22 Variance	
	Actual	Budget	Adjustment Budget	Actual	Original Budget	Adjustment Budget
	R'000				%	
Title Deeds Restoration Grant	468	-	1 372	432	0	68.51
Municipal Library Support Grant	-	3 252	3 252	150	95.39	95.39
District Municipality:	**2 424**	**647**	**1 131**	**500**	**0**	**55.79**
Cape Winelands District (COVID-19) Grant	1 884	147	147	0	100	100
Safety Initiative Implementation-whole of society approach (WOSA)	440	0	0	0	0	0
Cape Wineland District Community Safety	0	0	484	0	0	100
Cape Winelands District Grant Long-Term Financial Plan	0	500	500	500	0	0
Cape Winelands District Tourism grant	100	0	0	0	0	0
Other Grant Providers:	**1 948**	**18**	**18**	**0**	**0**	**100**
LG SETA Discretionary	139	0	0	0	0	0
DBSA Grant	1 809	18	18	0	0	100
Total Operating Transfers and Grants	**194 790**	**191 432**	**203 691**	**196 209**	**-2.50**	**3.67**

5.6.2 Level of Reliance on Grants and Subsidies

Table 283: Reliance on Grants

Financial year	Total grants and subsidies received	Total Operating Revenue	Percentage
	R'000		%
2016/17	227 752	1 534 354	14.84
2017/18	211 190	1 609 728	13.12
2018/19	233 433	1 541 685	15.14
2019/20	285 026	1 742 596	16.36
2020/21	264 637	1 805 680	14.66
2021/22	289 061	2 028 289	14,25

Developer's contributions have been excluded from the grant item to express only allocations and not policy-related revenue which NT allocates to capital revenue. It would distort the reliance on grant calculation if excluded from the above ratio.

5.7 Asset Management

Asset management is practised within the organisation based on a comprehensive Asset Management Policy. The Asset Management Policy provides direction for the management, accounting and control of property, plant and equipment (assets) owned or controlled by the municipality to ensure the following:

- Implementation of the approved Asset Management Policy as required in terms of section 63 of MFMA;
- Verify assets in possession of the Council annually, during the course of the financial year;
- Keep a complete and balanced record of all assets in possession of the Council;
- Report in writing all asset losses, where applicable, to the Council; and
- Those assets are valued and accounted for bunder a statement of GRAP.

5.8 Repairs and Maintenance

Table 284: Repairs and Maintenance Expenditure

Description	2020/21	2021/22			2021/22 Variance
	Actual	Original Budget	Adjustment Budget	Actual	Budget variance
	R'000				%
Repairs and Maintenance Expenditure	83 550	90 336	85 477	64 350	24,72

5.9 Financial Ratios Based on Key Performance Indicators

Table 285: Liquidity Ratio

Description	Basis of calculation	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Current Ratio	Current assets / current liabilities	2.18	2.02	2.09	1.82	1.48	1.68
Current Ratio adjusted for aged debtors	Current assets - debtors > 90 days / current liabilities	2.18	1.38	1.39	1.01	0.71	0.85
Liquidity Ratio	Monetary Assets / Current Liabilities	1.51	1.92	1.98	1.66	1.36	1,61

5.10 IDP Regulation Financial Viability Indicators

Table 286: IDP Regulation Financial Viability of Indicators

Description	Basis of calculation	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Cost Coverage	(Available cash + investments) / monthly fixed operational expenditure	5.71	4.59	4.70	2.21	1.83	2.26
Total Outstanding Service Debtors to Revenue	Total outstanding service debtors / annual revenue received for services	10.22	18.09	28.05	22.02	21.64	30.47
Debt Coverage	(Total operating revenue - operating grants) / debt service payments due within the financial year)	47.16	46.81	43.81	-0.64	29.27	26.86

5.11 Borrowing Management

Table 287: Borrowing Management

Description	Basis of calculation	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Capital Charges to Operating Expenditure	Interest and Principal Paid / Operating Expenditure	1.21%	2.31%	2.09%	3.44%	3.04%	3.37%

5.12 Employee Costs

Table 288: Employee Costs

Description	Basis of calculation	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Employee costs	Employee costs / (total revenue - capital revenue)	26.84	28.80%	29.09%	29.99%	32.45%	28.70

COMPONENT B: SPENDING AGAINST CAPITAL BUDGET

5.13 Capital Expenditure

5.13.1 Capital Expenditure by Assets Programme

Table 289: Capital Expenditure by asset programme

Description	2021/22		
	Original Budget	Adjustment Budget	Actual Expenditure
	R'000		
Capital Expenditure by Asset Class			
Infrastructure	**285 675**	**283 586**	**253 878**
Roads Infrastructure	**70 066**	**74 547**	**71 300**
Roads	33 566	43 620	65 923
Road Structures	32 700	29 357	5 238
Road Furniture	3 800	1 300	125
Stormwater Infrastructure	0	0	14
Stormwater Conveyance	0	270	0
Electrical Infrastructure	**73 114**	**83 341**	**87 924**
Power Plants	15 000	15 710	0
HV Substations	250	371	194
MV Switching Stations	0	0	0
MV Networks	28 592	40 736	13 663
MV Substations	17 572	15 138	23 039
LV Networks	5 500	5 521	15 755
Capital Spares	6 200	5 865	35 273
Water Supply Infrastructure	**81 750**	**59 501**	**22 779**
Dams and Weirs	0	0	0
Boreholes	0	0	0
Reservoirs	42 000	26 963	13 985
Water Treatment Works	750	2 990	781
Bulk Mains	15 000	13 190	5 438
Distribution	22 000	14 358	0
Capital Spares	2 000	2 000	2 575
Sanitation Infrastructure	**51 457**	**57 266**	**67 461**
Pump Station	100	100	0
Reticulation	11 288	16 150	0
Wastewater Treatment Works	30 200	28 826	53 802
Outfall Sewers	6 400	8 182	10 615
Toilet Facilities	3469	4008	0
Capital Spares	0	0	3 044
Solid Waste Infrastructure	**7 629**	**7 878**	**3 823**
Landfill Sites	2 929	2 978	3 823
Waste Transfer Stations	1000	1000	0
Waste Drop-off Points	500	700	0
Waste Separation Facilities	500	500	0
Capital Spares	2700	2700	0
Information and Communication Infrastructure	**1 659**	**1 053**	**591**
Data Centres	1 559	903	591

Description	2021/22		
	Original Budget	Adjustment Budget	Actual Expenditure
	R'000		
Capital Spares	100	150	
Community Assets	**17 154**	**0**	**40 916**
Community Facilities	**11 654**	**18 772**	**37 656**
Halls	3 600	2 136	2 497
Centres	1 000	1 000	1 298
Fire / Ambulance Stations	50	2 200	0
Testing Stations	0	0	0
Theatres	0	53	0
Libraries	300	2 617	369
Cemeteries / Crematoria	1 000	1 022	15
Police	0	0	0
Public Open Space	1 200	1 273	2 914
Nature Reserves	2 004	1 871	5 835
Public Ablution Facilities	0	0	0
Stalls	2 500	6 600	0
Taxi Ranks / Bus Terminals	0	0	0
Capital Spares	0	0	24 728
Sport and Recreation Facilities	**5 500**	**5 615**	**3 260**
Outdoor Facilities	5 500	5 615	3 260
Heritage assets			
Heritage assets	**2 677**	**1 807**	**0**
Historic Buildings	1 807	1 807	0
Conservation Areas	870	0	0
Investment Properties	**500**	**0**	**0**
Revenue Generating			
Improved Property	500	0	0
Unimproved Property	0	0	0
Non-revenue Generating			
Improved Property	0	0	0
Unimproved Property	0	0	0
Other assets			
Operational Buildings			
Municipal Offices	11 350	13 668	27 505
Yards	0	0	0
Stores	0	0	0
Training Centres	48 100	34 100	0
Manufacturing Plant	0	0	0
Depots	4 445	7 924	0
Capital Spares	0	0	
Housing			
Social Housing	9 700	4 137	4 117
Biological or Cultivated Assets			
Biological or Cultivated Assets			
Intangible Assets			
Licences and Rights	0	0	0

Description	2021/22		
	Original Budget	Adjustment Budget	Actual Expenditure
	R'000		
Computer Software and Applications	0	0	0
Computer Equipment			
Computer Equipment	4 150	5 220	9 630
Furniture and Office Equipment			
Furniture and Office Equipment	2 828	3 903	5 085
Machinery and Equipment			
Machinery and Equipment	6 450	11 251	1 879
Transport Assets			
Transport Assets	4 825	6 305	4 600
Land			
Land	0	0	0
Zoo, Marine and Non-biological Animals			
Zoo, Marine and Non-biological Animals	0	0	0
Total Capital Expenditure	**406 054**	**392 151**	**347 610**

5.13.2 Sources of Finance

The table below indicates the capital expenditure by funding source for the 2021/22 financial year.

Table 290: Capital Expenditure by Funding Source

Details	2021/22			
	Original Budget (OB)	Adjustment Budget	Actual	Adjustment Budget Variance
	R'000			%
Source of finance				
External Loans	144 000	152 862	128 766	15.76
Public Contributions and Donations	0	0	0	0
Grants and Subsidies	105 554	117 299	92 802	20.88
Other	156 500	133 347	126 042	5.48
Total	**406 054**	**403 508**	**347 610**	**13.85**
	%			
External Loans	35.46	37.88	37.04	2.22
Public Contributions and Donations	0	0	0	0
Grants and Subsidies	26	29.07	26.70	8.16
Own Funding	38.54	33.05	36.26	-9.72
	%			
Water and Sanitation	40.52	28.94	25.96	10.29
Electricity	18.41	20.65	25.29	-22.46
Housing	2.07	1.03	1.18	-15.52
Roads and Stormwater	13	18.47	20.51	-11.02
Other	26	30.91	27.05	12.48
Total	**406 054**	**403 508**	**347 610**	**13.85**
Water and Sanitation	164 550	116 767	90 240	22.72

Details	2021/22			
	Original Budget (OB)	Adjustment Budget	Actual	Adjustment Budget Variance
	R'000			%
Electricity	74 748	83 341	87 924	-5.50
Housing	8 394	4 137	4 117	0.48
Roads and Stormwater	52 800	74 547	71 300	4.36
Other	105 562	124 716	94 029	24.61

5.13.3 Capital Spending On 5 Largest Projects

Projects with the highest capital expenditure in 2021/22.

Table 291: Capital Expenditure on the 5 Largest Projects

Name of Project	2021/22			Variance 2021/22	
	Original Budget	Adjustment Budget	Actual Expenditure	Original Variance	Adjustment Variance
					%
Adhoc Reconstruction of Roads (WC024)	2 000 000	26 390 419	26 390 419	-1 219.52	-
Integrated National Electrification Programme	18 000 000	23 400 000	13 757 664	23.57	41.21
Stellenbosch Ida's Valley (166) FLISP ERF 9445	11 288 000	16 150 020	15 455 319	-36.92	4.30
Upgrade of WWTW Wemmershoek	30 000 000	27 500 000	22 022 887	26.59	19.92
Upgrade of WWTW: Pniël and Decommissioning of Franschhoek	48 000 000	30 708 338	30 708 338	36.02	-

5.13.4 Basic Services and infrastructure backlogs - Overview

Out of the various Master Plans revised, various infrastructure backlogs and upgrades were identified which will be required to meet current and future development needs. Budgetary provisions will be made accordingly.

The service level above the minimum standard can be interpreted as the backlogs to upgrade current households above minimum standard to households supplied with water inside the dwelling.

In terms of the definition of backlogs for the minimum standard water supply, Stellenbosch Municipality has zero (0) backlogs. Major backlogs exist in terms of dilapidated infrastructure and the bulk services to provide for future development and the current provision of water and sanitation.

5.13.5 Integrated Urban Development Grant (IUDG)

Table 292: Integrated Urban Development Grant (IUDG)

Details	Budget	Adjustment Budget	Actual	Variance Budgets
	R'000			%
Stellenbosch Ida's Valley (166) FLISP ERF 9445	-	4 000 000	4 000 000	-
Bulk Water Supply Pipeline and Reservoir - Jamestown	6 000 000	500 000	500 000	-
Northern Extension: Phase 2 Water Infrastructure	4 000 000	-		-
Bulk Sewer Outfall: Jamestown	6 400 000	2 500 000	2 500 000	-
Upgrade of WWTW: Pniël and Decommissioning of Franschhoek	31 485 720	-	-	-
Adhoc Reconstruction of Roads (WC024)	-	17 000 290	17 000 290	-
Bridge Construction	-	12 486 470	12 551 581	-
Jamestown Transport Network	3 000 000	-	-	-
Non-Motorised Transport Implementation	-	4 000 000	3 999 554	-
Re-design of Bergzicht Public Transport Facility	1 500 000	680 000	679 520	-
Taxi Rank: Kayamandi	-	6 662 655	6 662 653	-
Neighbourhood Watch Safety equipment	-	2 871 035	2 870 682	-
Upgrading of swimming pool	-	2 266 000	2 218 800	-
Upgrade of Sport Facilities	-	127 500	110 870	-
Business and Advisory Project Management	1 000 000	1 000 000	1 000 000	-
Salaries, Wages and Allowances Basic Salary and Wages	2 847 050	2 847 050	2 847 050	-
Total	**56 232 770**	**56 941 000**	**56 941 000**	**-**

5.14 Cash Flow

Table 293: Cash flow

Description	2020/21	2021/22		
	Audited Outcome	Original Budget	Adjusted Budget	Actual
	R'000			
Cash Flow from Operating Activities				
Receipts				
Ratepayers and Other	1 319 483	1 581 657	1 581 657	1 577 430
Government Grants	270 470	304 747	304 747	304 910
Interest	19 515	-16 174	-16 174	18 770
Employee Costs	-564 947	-1 602 474	-1 602 474	-1 507 910
Suppliers	-782 292	-	-	-
Finance Costs	-29 155	-	-	-34 428
Transfers and Grants	-11 010			-13 364
Net Cash from / (Used) Operating Activities	**222 064**	**267 756**	**267 756**	**345 408**
Cash Flow from Investing Activities				
Receipts				
Proceeds on Disposal of PPE	10 185	16 047	16 047	1 690
Proceeds on Disposal of Biological Assets	-437	-	-	-
Movement in Non-Current Receivables	-	-	-	-
Payments				
Purchase of PPE	-392 565	- 403 508	- 403 508	- 347 560
Movement in Non-Current Receivables	970	-	-	-
Movement in Investments	84 204	-	-	- 83 089
Net Cash from / (Used) Investing Activities	**-297 643**	**-387 460**	**-387 460**	**-428 959**
Cash Flow from Financing Activities				
Receipts				
Proceeds from other Financial Liabilities	0	-	-	109 779
Increase in consumer deposits	0	22 961	22 961	-
Payments				
Repayment of Borrowing	76 027	-	-	109 779
Prior period error	-	-	-	-
Net Cash from / (Used) Financing Activities	76 027	**22 961**	**22 961**	**109 779**
Net Increase / (Decrease) in Cash Held	**448**	**-96 743**	**-96 744**	**26 228**
Cash / Cash Equivalents at the Year-Begin:	**111 202**	**0**	**415 242**	**111 650**
Cash / Cash Equivalents at the Year-End:	**111 650**	**-96 743**	**318 498**	**137 878**

5.15 Gross Outstanding Debtors per Service

Table 294: Gross Outstanding Debtors per Service

Financial year	Rates	Trading services (Electricity and Water)	Trading services (Sanitation and Refuse)	Housing rentals	Other	Total
	(R'000)					
2018/19	39 149	207 104	46 069	27 274	204 212	523 808
2019/20	44 671	138 830	54 968	27 194	188 755	454 418
Difference	5 522	-68 274	8 899	-80	-15 457	-69 390
% growth year on year	14%	-33%	19%	0%	-8%	-13%
2021/22	49 872	262 980	69 220	29 192	216 025	627 289
Difference	2 294	118 329	12 020	1 536	23 390	157 569
% growth year on year	5%	82%	21%	6%	12%	34%
2021/22	49 872	262 980	69 220	29 192	216 025	627 289

Note: Figures exclude provision for bad debt.

5.16 Debtors Age Analysis

Table 295: Debtors Age Analysis

Financial year	Less than 30 days	Between 30-60 days	Between 60-90 days	Between 90-120 days	More than 120 days	Total
	(R'000)					
2018/19	39 149	207 104	46 069	27 274	204 212	523 808
2019/20	44 671	138 830	54 968	27 194	188 755	454 418
Difference	5 522	-68 274	8 899	-80	-15 457	-69 390
% growth year on year	14%	-33%	19%	0%	-8%	-13%
2020/21	98 357	17 589	18 889	11 414	323 471	469 720
2021/22	224 149	16 533	16 880	17 537	352 191	627 289
Difference	124 841	-3 953	-180 317	6 123	48 702	-4 604
% growth year on year	128%	-6%	-11%	54%	9%	34%

Note: Figures exclude provision for bad debt.

5.17 Borrowing and Investments

The municipality's cash position is monitored daily and any cash not required immediately to meet cash flow requirements is invested every month at approved institutions, strictly in accordance with the Council's approved Cash and Investment Policy.

5.18 Actual Borrowings

Table 296: Actual Borrowings

Instrument	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
	R'000					
Long-Term Loans	186 386	173 302	318 800	292 930	368 997	478 736

5.19 Municipal Investments

Table 297: Municipal Investments

Investment type	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
	R'000					
Deposits - Bank	575 418	505 618	398 164	306 637	222 434	305 522

CHAPTER 6: AUDITOR GENERAL OF SOUTH AFRICA AUDIT FINDINGS

2.1 Introduction

This chapter provides allowances details on the audit outcomes for the past two financial years with the corrective steps implemented.

COMPONENT A: AUDITOR-GENERAL OF SOUTH AFRICA OPINION 2020/21

2.2 Auditor General of South Africa Report 2020/21

Table 298: Auditor General of South Africa Report 2020/21

2020/21	
Audit Report Status:	**Outstanding**
2020/21	
Issue raised	**Corrective step implemented**
Emphasis of matter:	
Restatement of corresponding figures	
As disclosed in note 61 to the financial statements, the corresponding figures for 30 June 2020 were restated as a result of errors in the financial statements of the municipality at, and for the year ended, 30 June 2021.	None
Material Impairments	
As disclosed in note 5 to the financial statements, the municipality provided for the impairment of receivables from exchange transactions amounting to R167,1 million (2019-20: R151,4 million).	None
As disclosed in note 6 to the financial statements, the municipality provided for the impairment of receivables from non-exchange transactions amounting to R173,2 million (2019-20: R153,4 million).	None
Material losses	
None	
Material Non-Compliance	
The Auditor-General did not identify any material findings on compliance with the specific matters in key legislation set out in the general notice issued in terms of the PAA.	
Annual financial statements	
The Auditor General have audited the financial statements of the Stellenbosch Municipality set out on pages 5 to 134, which comprise the statement of financial position as at 30 June 2021, the statement of financial performance, statement of changes in net assets, cash flow statement and statement of comparison of budget and actual amounts for the year then ended, as well as notes to the financial statements, including a summary of significant accounting policies.	None
In the opinion of the Auditor-General, the financial statements present fairly, in all material respects, the financial position of the Stellenbosch Municipality as at 30 June 2020, and its financial performance and cash flows for the year then ended in accordance with the Standards of Generally	None

2020/21	
Recognised Accounting Practice (GRAP) and the requirements of the Municipal Finance Management Act 56 of 2003 (MFMA) and the Division of Revenue Act 16 of 2019 (Dora).	

COMPONENT B: AUDITOR-GENERAL OPINION 2021/22

At the time of compiling the Annual Report 2021/22, the audit for the 2021/22 financial year was not completed. The outcome of the audit will be reported after the conclusion of the audit by the AGSA.

2.3 Auditor General of South Africa Report 2021/22

Table 299: Auditor General of South Africa Report 2021/22

2021/22	
Audit Report Status:	**Finalised (unqualified with no findings)**
2021/22	
Issue raised	**Corrective step implemented**
Emphasis of matter:	
Restatement of corresponding figures	
As disclosed in note 63 to the financial statements, the corresponding figures for 30 June 2021 were restated as a result of errors in the financial statements of the municipality at, and for the year ended, 30 June 2022.	None
Material Impairments	
As disclosed in note 5 to the financial statements, the municipality provided for the impairment of receivables from exchange transactions of R204,3 million (2020-21: R167,1 million).	None
As disclosed in note 6 to the financial statements, the municipality provided for the impairment of receivables from non-exchange transactions of R187,6 million (2020-21: R173,2 million).	None
Material losses	
None	
Material Non-Compliance	
The Auditor-General did not identify any material findings on compliance with the specific matters in key legislation set out in the general notice issued in terms of the PAA.	
Annual financial statements	
I have audited the financial statements of the Stellenbosch Municipality set out on pages 7 to 131, which comprise the statement of financial position as at 30 June 2022, the statement of financial performance, statement of changes in net assets, cash flow statement and statement of comparison of budget and actual amounts for the year then ended, as well as notes to the financial statements, including a summary of significant accounting policies.	None
In my opinion, the financial statements present fairly, in all material respects, the financial position of the Stellenbosch Municipality as at 30 June 2022 and its financial performance and cash flows for the year then ended in accordance with the Standards of Generally Recognised Accounting Practice (GRAP) and the requirements of the Municipal Finance Management Act 56 of 2003 (MFMA) and the Division of Revenue Act 9 of 2021 (Dora).	None

ANNEXURE A: ANNUAL FINANCIAL STATEMENTS 2021/22

STELLENBOSCH

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Stellenbosch Municipality
Annual Financial Statements
for the year ended 30 June 2022

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Table of Contents

The reports and statements set out below comprise the annual financial statements presented to the council:

	Page
General Information	2 - 4
Abbreviations	5
Accounting Officer's Responsibiities and Approval	6
Statement of Financial Position	7
Statement of Financial Performance	8
Statement of changes in net assets	9
Cash Flow Statement	10
Statement of Comparison of Budget and Actual Amounts	11 - 14
Accounting Policies	15 - 50
Notes to the Annual Financial Statements	51 - 131

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

General Information

Legal form of entity	Municipality in terms of section 1 of the Local Government: Municipal Structures Act (Act 117 of 1998) read with section 155 (1) of the Constitution of the republic of South Africa (Act 108 of 1996)
Legislation governing the municipality's operations	Constitution of the Republic of south Africa (Act 108 of 1998) Municipal Finance Management Act (Act 56 of 2003) Local Government: Municipal Systems Act (Act 32 of 2000) Local Government: Municipal Structures Act (Act 117 of 1998) Municipal Property Rates Act (act of 6 2004) Division of Revenue Act (Act 1 of 2007)
Nature of business and principal activities	The provision of services (electricity, water, sanitation and refuse) to communities in a sustainable manner, to promote social and economic development; and to promote a safe and healthy environment

Newly elected Executive mayor and chairperson of mayoral commitee

Portfolio	**Councillor**
Executive mayor and chairperson of mayoral committee	G van Deventer
Deputy executive mayor	J Fasser
Speaker	Q Smit
Council WIP	P Crawley
MMC Human settlements	J Fasser
MMC Youth, sport and culture	R Adams
MMC Planning	C Van Wyk
MMC Rural management	J Williams
MMC Community development (parks, open spaces environment)	J Joon
MMC Corporate services	L Nkamisa
MMC Financial services	P Johnson
MMC Protection services	R Badenhorst
MMC Local economic development and tourism	R Du Toit
MMC Infrastructure	Z Dalling

End of term of the mayoral commitee

Portfolio	**Councillor**
Deputy executive mayor	N Jindela
Speaker	WC Petersen
Council WIP	PW Biscombe
MMC Protection services	F Badenhorst
MMC Finance	P Crawley
MMC Corporate services	A Franzenburg
MMC LED, tourism, planning	E Groenewald
MMC Parks, open spaces	X Mdemka
MMC Rural management	S Peters
MMC Infrastructure	Q Smit
MMC Youth, sport and culture	J Fasser

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

General Information

Newly Elected Council Members

Nr	Surname	Initials	Nr	Surname	Initials
1	Jooste	O	18	Pietersen	W
2	Rataza	M	19	De Taillefer	I
3	Mananga-Gugushe	N	20	Pfeiffer	R
4	Ntsunguzi	N	21	Petersen	W
5	Nalumango	R	22	Manuel	C
6	Crawley	P	23	Van Rooyen	R
7	Kalipa	X	24	Mcombring	N
8	Mdemka	X	25	Ferns	N
9	Hanekom	A	26	Vermeulen	E
10	Crombie	A	27	Serdyn	J
11	Olayi	N	28	Tomose	A
12	Mkhontwana	N	29	Nkopane	M
13	Ndalasi	Z	30	Danana	M
14	Noble	C	31	Masimini	E
15	Van Stade	M	32	Anthony	JC
16	Hendrikse	R	33	Groenewald	E
17	Andrews	J			

Council Members - End of term

Nr	Surname	Initials	Nr	Surname	Initials
1	Van Deventer (Mayor)	G	23	Hanekom	A
2	Jindela (Deputy Mayor)	N	24	Hendrickse (deceased)	D
3	Petersen (Speaker)	W	25	Hendricks	J
4	Crawley	P	26	Horsband	L
5	Frazenburg	A	27	Johnson	M
6	Groenewald	E	28	Joubert	D
7	Mdemka	X	29	Mananga-Gugushe	N
8	Peters	S	30	Manuel	C
9	Pietersen (deceased)	M	31	Mc Ombring	M
10	Smit	Q	32	Moses	C
11	Fasser	J	33	Nalumango	R
12	Adams	F	34	Olayi	N
13	Bangani-Menziwa	F	35	Oliphant	M
14	Biscombe	P	36	Davidse	C
15	Cele	G	37	Pietersen	W
16	Crombie	A	38	Schafer	S
17	Dalling	Z	39	Serdyn	J
18	Du Toit	R	40	Sinkinya	N
19	Florence	A	41	Sitshoti	P
20	Fredericks	E	42	Stander	L
21	Gosa	T	43	Vermeulen	E
22	Hamilton	J			

AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

General Information

Executive management

Position	Name
Municipal Manager	G Mettler
Chief Financial Officer (CFO)	K Carolus
Director: Infrastructure	D Louw
Director: Corporate Services	A de Beer
Director: Planning and Economic Development	A Barnes
Director: Community and Protection Services	G Boshoff

Members of the Audit Commitee

Chairperson:	Dr NL Mortimer (1 July 2021 - 30 April 2022)
	Mr L Nene (1 May 2022 - 30 June 2022)
Members:	Mr V Botto
	Mr T Lesihla
	Ms J Williams

Registered head office	Plein Street Stellenbosch 7600
Physical address	Plein Street Stellenbosch 7600
Postal address	P O Box 17 Stellenbosch 7600
Bankers	First National Bank
Auditors	Auditor-General of South Africa (AGSA)

AUDITOR-GENERAL SOUTH AFRICA
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Abbreviations

ASB	Accounting Standards Board
CIGFARO	Chartered Institude of Government, Finance, Audit and Risk Officers
COID	Compensation for Occupational Injuries and Diseases
DBSA	Development Bank of South Africa
DORA	Division of Revenue Act
DSACR	Department of Sport, Arts, Culture and Recreation
GRAP	Generally Recognised Accounting Practice
HDF	Housing Development Fund
IAS	International Accounting Standards
IPSAS	International Public Sector Accounting Standards
LGSETA	Local Government Services Sector Education and Training Authority
MFMA	Municipal Finance Management Act
MIG	Municipal Infrastructure Grant
MMC	Member of Mayoral Committee
MPAC	Municipal Public Accounts Committee
MPRA	Municipal Property Rates Act
MSIG	Municipal System Improvement Grant
NDPG	Neighbourhood Development And Partnership Grant
SALGA	South African Local Government Association
SAPS	South African Police Services
SCM	Supply Chain Management
SRAC	Sports, Recreation, Arts and Culture

AUDITOR-GENERAL SOUTH AFRICA
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02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Accounting Officer's Responsibiities and Approval

The Accounting Officer is required by the Municipal Finance Management Act (Act 56 of 2003), to maintain adequate accounting records and is responsible for the content and integrity of the annual financial statements and related financial information included in this report. It is the responsibility of the Accounting Officer to ensure that the annual financial statements fairly present the state of affairs of the municipality as at the end of the financial year and the results of its operations and cash flows for the period then ended. The external auditors are engaged to express an independent opinion on the annual financial statements and was given unrestricted access to all financial records and related data.

The annual financial statements were prepared in accordance with Standards of Generally Recognised Accounting Practice (GRAP) as well as relevant interpretations, guidelines and directives issued by the Accounting Standards Board.

The annual financial statements are based upon appropriate accounting policies consistently applied and supported by reasonable and prudent judgements and estimates.

I, as the Accounting Officer acknowledges that I am ultimately responsible for the system of internal financial control established by the municipality and place considerable importance on maintaining a strong control environment. To enable me to meet these responsibilities, I have set standards for internal control aimed at reducing the risk of error or deficit in a cost-effective manner. The standards include the proper delegation of responsibilities within a clearly defined framework, effective accounting procedures and adequate segregation of duties to ensure an acceptable level of risk. These controls are monitored throughout the municipality and all employees are required to maintain the highest ethical standards in ensuring the municipality's business is conducted in a manner that in all reasonable circumstances is above reproach. The focus of risk management in the municipality is on identifying, assessing, managing and monitoring all known forms of risk across the municipality. While operating risk cannot be fully eliminated, the municipality endeavours to minimise it by ensuring that appropriate infrastructure, controls, systems and ethical behaviour are applied and managed within predetermined procedures and constraints.

I am of the opinion, based on the information and explanations given by management, that the system of internal control provides reasonable assurance that the financial records may be relied on for the preparation of the annual financial statements. However, any system of internal financial control can provide only reasonable, and not absolute, assurance against material misstatement or deficit.

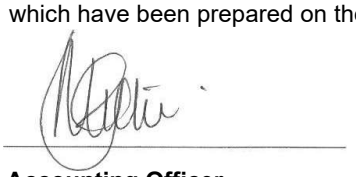
Although, I am primarily responsible for the financial affairs of the municipality, this is supported by the municipality's external auditors.

I would like to bring the following material matters to your attention:

I certify that the salaries, allowances and benefits of councillors as disclosed in note 36 to these annual financial statements are within the upper limits of the framework envisaged in section 219 of the Constitution of the Republic of South Africa, read with the Remuneration of Public Office Bearers Act, Act 20 of 1998 and the Minister of Provincial and Local Government's determination in accordance with the Act.

The external auditors, being the Auditor-General of South Africa (AGSA), are responsible for independently reviewing and reporting on the municipality's annual financial statements.

The annual financial statements set out in terms of Section 126(1) of the Municipal Finance Management Act (Act 56 of 2003), which have been prepared on the going concern basis, I have signed on behalf of the municipality on 31 August 2022:



Accounting Officer
Geraldine Mettler

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Statement of Financial Position as at 30 June 2022

	Note(s)	2022 R	2021 Restated* R
Assets			
Current Assets			
Cash and cash equivalents	3	137,877,710	111,649,771
Short term investments	4	305,522,446	222,433,620
Receivables from exchange transactions	5	169,893,585	153,119,572
Receivables from non-exchange transactions	6	67,176,042	57,455,962
Inventories	7	29,030,067	53,315,179
Other receivables from exchange transactions	8	23,237,334	26,285,830
VAT Receivable	9	18,651,433	19,509,741
		751,388,617	**643,769,675**
Non-Current Assets			
Investment property	10	411,892,012	412,143,897
Property, plant and equipment	11	5,562,988,212	5,426,298,767
Intangible assets	12	7,067,124	8,563,546
Biological assets that form part of agricultural activity	13	5,142,777	5,142,777
Heritage assets	14	1,036,828	1,036,828
Long-term receivables	15	6,720,631	7,880,672
		5,994,847,584	**5,861,066,487**
Total Assets		**6,746,236,201**	**6,504,836,162**
Liabilities			
Current Liabilities			
Consumer deposits	16	22,154,833	21,007,832
Employee benefits	17	60,750,863	56,471,347
Lease liabilities	18	2,118,022	3,739,474
Borrowings	19	51,902,261	34,223,894
Trade and other payables	20	267,827,729	295,003,353
Payables from non-exchange transactions	21	31,403,223	15,503,616
		436,156,931	**425,949,516**
Non-Current Liabilities			
Employee benefits	17	204,100,717	200,444,000
Borrowings	19	426,834,231	334,733,125
Provisions	22	160,533,093	141,497,317
		791,468,041	**676,674,442**
Total Liabilities		**1,227,624,972**	**1,102,623,958**
Net Assets		**5,518,611,229**	**5,402,212,204**
Net assets presented by:			
Reserves		162,490,627	162,490,630
Accumulated surplus		5,356,120,597	5,239,721,626
Total Net Assets		**5,518,611,224**	**5,402,212,256**

* See Note 63

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Statement of Financial Performance

	Note(s)	2022 R	2021 Restated* R
Revenue			
Non-exchange revenue			
Property rates	23	414,445,896	387,056,677
Transfers and subsidies	24	289,060,524	264,777,227
Fines, penalties and forfeits	25	122,933,462	108,942,664
Interest on receivables	26	2,430,082	1,970,109
Total non-exchange revenue		**828,869,964**	**762,746,677**
Exchange revenue			
Services charges - Electricity	27	756,431,257	632,401,485
Services charges - Water	27	146,829,883	134,425,800
Services charges - Waste water management	27	102,285,414	92,638,765
Services charges - Waste management	27	84,651,895	73,150,291
Rental	28	12,172,871	11,004,517
Interests on investments	29	18,770,341	19,515,361
Interest earned from receivables	26	10,428,555	8,667,388
Licences or permits		7,809,443	6,810,003
Agency services	31	3,019,961	3,248,206
Operational revenue	32	11,051,156	4,817,493
Sales of goods and rendering of services	33	60,032,736	46,126,642
Gain on disposal of assets	34	-	8,948,654
Total exchange revenue		**1,213,483,512**	**1,041,754,605**
Total revenue		**2,042,353,476**	**1,804,501,282**
Expenditure			
Employee related cost	35	(550,719,139)	(558,471,749)
Remuneration of councillors	36	(19,815,248)	(18,657,000)
Bad debts written off	37	(84,984,896)	(108,781,924)
Depreciation and amortisation	38	(211,023,051)	(212,325,220)
Impairment losses		(2,722,872)	-
Finance costs	39	(44,332,364)	(38,556,682)
Bulk Purchases	40	(559,177,188)	(453,758,156)
Inventory consumed	41	(44,872,633)	(34,628,654)
Contracted services	42	(208,232,448)	(227,703,614)
Transfers and subsidies	43	(13,363,879)	(11,009,540)
Operational Cost	44	(113,472,212)	(112,848,487)
Operating leases	45	(14,990,534)	(14,880,942)
Contribution to/from provision	46	(6,287,548)	(6,874,912)
Contribution to allowance for doubtful debt	47	(51,711,364)	(33,985,791)
Loss on disposal of assets	34	(76,275)	-
Inventories (write-down)	48	(115,859)	(18,583)
Total expenditure		**(1,925,897,510)**	**(1,832,501,254)**
Surplus (deficit) for the year		**116,455,966**	**(27,999,972)**

*We draw attention to note 63.2 and 63.4 to the financial statements, where detailed classification changes on the statement of financial performance line items are presented. These naming changes were performed to take into consideration the effects of Mscoa as delegated by the National Treasury.

* See Note 63

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Statement of changes in net assets

	Self insurance reserve	Capital replacement reserve	Total reserves	Accumulated surplus	Total net assets
	R	R	R	R	R
Opening balance as previously reported	9,885,492	249,724,258	259,609,750	5,160,070,020	5,419,679,770
Adjustments					
Correction of errors	-	-	-	6,759,494	6,759,494
Balance at 01 July 2020 as restated*	**9,885,492**	**249,724,258**	**259,609,750**	**5,166,829,514**	**5,426,439,264**
Surplus/(Deficit) for the year	-	-	-	(27,999,972)	(27,999,972)
Transfers to / from accumulated surplus for the year	-	-	-	(114,066,225)	(114,066,225)
Transfer to capital replacement reserve	-	(97,119,120)	(97,119,120)	211,185,343	114,066,223
Total changes	-	(97,119,120)	(97,119,120)	69,119,146	(27,999,974)
Restated* Balance at 01 July 2021	**9,885,492**	**152,605,135**	**162,490,627**	**5,239,721,925**	**5,402,212,552**
Surplus/(Deficit) for the year	-	-	-	116,455,964	116,455,964
Total changes	-	-	-	116,455,964	116,455,964
Adjustments					
Prior period correction of errors posted in current year	-	-	-	(57,292)	(57,292)
Balance at 30 June 2022	**9,885,492**	**152,605,135**	**162,490,627**	**5,356,120,597**	**5,518,611,224**

Note(s)

* See Note 63

AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Cash Flow Statement

	Note(s)	2022 R	2021 Restated* R
Cash flows from operating activities			
Receipts			
Sales of goods and services		1,577,430,245	1,319,483,320
Transfers and Subsidies		304,910,171	270,469,591
Interest income		18,770,341	19,515,361
Payments			
Cash paid to employees		(562,598,154)	(564,946,790)
Cash paid to suppliers		(945,313,971)	(782,291,533)
Finance cost		(34,427,551)	(29,155,448)
Grants paid		(13,363,885)	(11,009,542)
Net cash from(used) operating activities	49	**345,407,196**	**222,064,959**
Cash flows from investing activities			
Receipts			
Capital assets sales		1,690,404	10,184,705
Biologocal assets sales		-	(436,794)
Payments			
Capital assets additions		(347,560,325)	(392,565,426)
Short term investments		(83,088,826)	84,203,722
Intangibles additions		-	54,315
Heritage additions		-	(262,826)
Biological assets additions		-	1,178,671
Net cash flows from investing activities		**(428,958,747)**	**(297,643,633)**
Cash flows from financing activities			
Net movement in borrowings		109,779,473	76,026,580
		-	-
Net increase/(decrease) in cash		**26,227,922**	**447,906**
Cash and cash equivalents at year begin		111,649,771	111,201,845
		137,877,693	**111,649,751**

* See Note 63

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Statement of Comparison of Budget and Actual Amounts

Budget on Accrual Basis

	Approved budget	Adjustments	Final Budget	Actual amounts on comparable basis	Difference between final budget and actual	Reference
	R	R	R	R	R	
Statement of Financial Performance						
Revenue						
Revenue from exchange transactions						
Service charges - electricity revenue	787,275,170	-	**787,275,170**	756,431,257	**(30,843,913)**	BD1
Service charges - water revenue	166,399,723	-	**166,399,723**	146,829,883	**(19,569,840)**	
Service charges - sanitation revenue	102,956,558	-	**102,956,558**	102,285,414	**(671,144)**	
Service charges - refuse revenue	87,936,447	-	**87,936,447**	84,651,895	**(3,284,552)**	
Rental of facilities and equipment	10,811,501	-	**10,811,501**	12,172,871	**1,361,370**	
Interest earned - external investments	19,612,814	-	**19,612,814**	18,770,341	**(842,473)**	
Interest earned - outstanding debtors	12,495,451	-	**12,495,451**	12,858,637	**363,186**	
Fines, penalties and forfeits	120,164,832	-	**120,164,832**	122,933,462	**2,768,630**	
Licenses and permits	5,778,049	-	**5,778,049**	7,809,443	**2,031,394**	
Agency services	4,077,493	-	**4,077,493**	3,019,961	**(1,057,532)**	
Transfer and subsidies	204,230,382	-	**204,230,382**	196,208,355	**(8,022,027)**	
Other revenue	44,838,678	-	**44,838,678**	71,083,892	**26,245,214**	BD2
Gains	1,000,000	-	**1,000,000**	-	**(1,000,000)**	
Total revenue from exchange transactions	**1,567,577,098**	**-**	**1,567,577,098**	**1,535,055,411**	**(32,521,687)**	
Revenue from non-exchange transactions						
Taxation revenue						
Property rates	415,667,656	-	**415,667,656**	414,445,896	**(1,221,760)**	
Transfer revenue						
Transfers and subsidies - capital (monetary allocations) (National / Provincial and District)	116,991,300	-	**116,991,300**	92,494,808	**(24,496,492)**	BD5
Transfers and subsidies - capital (monetary allocations) (National / Provincial Departmental Agencies, Households, Non-profit Institutions, Private Enterprises, Public Corporatons, Higher Educational Institutions)	16,354,714	-	**16,354,714**	307,361	**(16,047,353)**	
Transfers and subsidies - capital (in-kind - all)	-	-	**-**	50,000	**50,000**	
Total revenue from non-exchange transactions	**549,013,670**	**-**	**549,013,670**	**507,298,065**	**(41,715,605)**	
Total revenue	**2,116,590,768**	**-**	**2,116,590,768**	**2,042,353,476**	**(74,237,292)**	
Expenditure						
Employee related costs	(578,245,894)	-	**(578,245,894)**	(550,719,139)	**27,526,755**	
Remuneration of councillors	(20,059,305)	-	**(20,059,305)**	(19,815,248)	**244,057**	
Debt impairment	(105,292,164)	-	**(105,292,164)**	(136,696,260)	**(31,404,096)**	

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Statement of Comparison of Budget and Actual Amounts

Budget on Accrual Basis

	Approved budget	Adjustments	Final Budget	Actual amounts on comparable basis	Difference between final budget and actual	Reference
	R	R	R	R	R	
Depreciation and amortisation	(211,541,195)	-	**(211,541,195)**	(213,745,923)	**(2,204,728)**	
Finance charges	(45,476,262)	-	**(45,476,262)**	(44,332,362)	**1,143,900**	
Bulk purchases - Electricity	(507,699,460)	-	**(507,699,460)**	(559,177,188)	**(51,477,728)**	BD3
Inventory consumed	(74,377,000)	(800,287)	**(75,177,287)**	(44,872,633)	**30,304,654**	
Contracted Services	(261,969,000)	865,335	**(261,103,665)**	(208,232,448)	**52,871,217**	BD4
Transfers and subsidies	(13,523,947)	-	**(13,523,947)**	(13,363,879)	**160,068**	
Other expenditure	(159,559,833)	-	**(159,559,833)**	(134,750,294)	**24,809,539**	
Losses	-	-	**-**	(192,134)	**(192,134)**	
Total expenditure	**(1,977,744,060)**	**65,048**	**(1,977,679,012)**	**(1,925,897,508)**	**51,781,504**	
Surplus before taxation	**138,846,708**	**65,048**	**138,911,756**	**116,455,968**	**(22,455,788)**	
Actual Amount on Comparable Basis as Presented in the Budget and Actual Comparative Statement	**138,846,708**	**65,048**	**138,911,756**	**116,455,968**	**(22,455,788)**	

AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Statement of Comparison of Budget and Actual Amounts

Budget on Accrual Basis

	Approved budget	Adjustments	Final Budget	Actual amounts on comparable basis	Difference between final budget and actual	Reference
	R	R	R	R	R	
Statement of Financial Position						
Assets						
Current Assets						
Cash and cash equivalents	17,614,823	-	**17,614,823**	96,105,862	**78,491,039**	BD6
Call investment deposits	200,080,097	-	**200,080,097**	347,294,294	**147,214,197**	BD7
Consumer Debtors	231,584,050	-	**231,584,050**	210,876,039	**(20,708,011)**	
Inventories	52,605,000	(800,222)	**51,804,778**	29,030,067	**(22,774,711)**	
Other debtors	90,833,799	-	**90,833,799**	68,082,355	**(22,751,444)**	
	592,717,769	**(800,222)**	**591,917,547**	**751,388,617**	**159,471,070**	
Non-Current Assets						
Property, plant and equipment	5,647,867,954	-	**5,647,867,954**	5,562,988,212	**(84,879,742)**	BD8
Investment property	412,135,616	-	**412,135,616**	411,892,012	**(243,604)**	
Intangible assets	8,000,468	-	**8,000,468**	7,067,124	**(933,344)**	
Biological assets that form part of agricultural activity	6,321,448	-	**6,321,448**	5,142,777	**(1,178,671)**	
Other non-current assets	3,865,468	-	**3,865,468**	1,036,828	**(2,828,640)**	
Long term receivables	(3,474,347)	-	**(3,474,347)**	6,720,631	**10,194,978**	
	6,074,716,607	**-**	**6,074,716,607**	**5,994,847,584**	**(79,869,023)**	
Total Assets	**6,667,434,376**	**(800,222)**	**6,666,634,154**	**6,746,236,201**	**79,602,047**	
Liabilities						
Current Liabilities						
Consumer deposits	22,960,839	-	**22,960,839**	22,154,833	**(806,006)**	
Provisions	100,539,159	-	**100,539,159**	60,750,863	**(39,788,296)**	BD10
Borrowings	47,117,209	-	**47,117,209**	51,902,261	**4,785,052**	
Trade and other payables	164,811,000	(800,456)	**164,010,544**	301,348,974	**137,338,430**	BD9
	335,428,207	**(800,456)**	**334,627,751**	**436,156,931**	**101,529,180**	
Non-Current Liabilities						
Borrowings	434,892,865	-	**434,892,865**	426,834,231	**(8,058,634)**	
Provisions	342,292,103	-	**342,292,103**	364,633,810	**22,341,707**	BD11
	777,184,968	**-**	**777,184,968**	**791,468,041**	**14,283,073**	
Total Liabilities	**1,112,613,175**	**(800,456)**	**1,111,812,719**	**1,227,624,972**	**115,812,253**	
Net Assets	**5,554,821,201**	**234**	**5,554,821,435**	**5,518,611,229**	**(36,210,214)**	
Net Assets						
Net Assets Attributable to Owners of Controlling Entity						
Reserves						
Reserves	206,285,345	-	**206,285,345**	(162,490,627)	**(368,775,972)**	BD12
Accumulated surplus	(5,761,106,783)	-	**(5,761,106,783)**	(5,356,120,597)	**404,986,186**	BD12
Total Net Assets	**(5,554,821,438)**	**-**	**(5,554,821,438)**	**(5,518,611,224)**	**36,210,214**	

AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Statement of Comparison of Budget and Actual Amounts

Budget on Accrual Basis

	Approved budget	Adjustments	Final Budget	Actual amounts on comparable basis	Difference between final budget and actual	Reference
	R	R	R	R	R	
Cash Flow Statement						
Cash flows from operating activities						
Receipts						
Sale of good and services	1,581,657,139	-	**1,581,657,139**	1,577,430,245	**(4,226,894)**	
Grants	304,747,132	-	**304,747,132**	304,910,171	**163,039**	
Interest	(16,173,858)	-	**(16,173,858)**	18,770,341	**34,944,199**	
	1,870,230,413	-	**1,870,230,413**	**1,901,110,757**	**30,880,344**	
Payments						
Suppliers and employees	(1,602,474,386)	-	**(1,602,474,386)**	(1,507,912,125)	**94,562,261**	CF1
Transfers and grants	-	-	**-**	(13,363,879)	**(13,363,879)**	
Finance cost	-	-	**-**	(34,427,551)	**(34,427,551)**	
	(1,602,474,386)	-	**(1,602,474,386)**	**(1,555,703,555)**	**46,770,831**	
Net cash flows from operating activities	**267,756,027**	-	**267,756,027**	**345,407,202**	**77,651,175**	
Cash flows from investing activities						
Proceeds on disposal of PPE	16,047,353	-	**16,047,353**	1,690,404	**(14,356,949)**	
Short term investments	-	-	**-**	(83,088,826)	**(83,088,826)**	CF2
Capital assets	(403,507,635)	-	**(403,507,635)**	(347,560,326)	**55,947,309**	
Net cash flows from investing activities	**(387,460,282)**	-	**(387,460,282)**	**(428,958,748)**	**(41,498,466)**	
Cash flows from financing activities						
Increase (decrease) in consumer deposits	22,960,839	-	**22,960,839**	-	**(22,960,839)**	CF3
Borrowing long term/refinancing	-	-	**-**	109,779,473	**109,779,473**	CF4
Net cash flows from financing activities	**22,960,839**	-	**22,960,839**	**109,779,473**	**86,818,634**	
Net increase/(decrease) in cash and cash equivalents	(96,743,416)	-	**(96,743,416)**	26,227,927	**122,971,343**	
Cash and cash equivalents at the beginning of the year	334,083,000	-	**334,083,000**	111,649,771	**(222,433,229)**	
Cash and cash equivalents at the end of the year	**237,339,584**	-	**237,339,584**	**137,877,698**	**(99,461,886)**	

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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Accounting Policies

The annual financial statements of Stellenbosch Municipality for the year ended 30 June 2022 were authorised for issue by the Accounting Officer on 31 August 2022.

Basis of preparation

The annual financial statements have been prepared in accordance with the Standards of Generally Recognised Accounting Practice (GRAP), including any interpretations, guidelines and directives, issued by the Accounting Standards Board in accordance with Section 122(3) of the Municipal Finance Management Act (Act 56 of 2003).

These annual financial statements have been prepared on an accrual basis of accounting and are in accordance with historical cost convention as the basis of measurement, unless specified otherwise. They are presented in South African Rand. All figures are rounded to the nearest Rand.

In the absence of an issued and effective Standard of GRAP, accounting policies for material transactions, events or conditions were developed in accordance with paragraphs 8, 10 and 11 of GRAP 3 as read with Directive 5.

The principal accounting policies adopted in the preparation of these annual financial statements are set out below.

1. Summary of significant accounting policies

1.1 Going concern assumption

These annual financial statements were prepared based on the expectation that the municipality will continue to operate as a going concern for at least the next 12 months.

1.2 Housing development reserve

The Housing Development Fund was established in terms of the Housing Act, (Act No. 107 of 1997). Loans from national and provincial government used to finance housing selling schemes undertaken by the municipality were extinguished on 1 April 1998 and transferred to a Housing Development Fund. Housing selling schemes, both complete and in progress as at 1 April 1998, were also transferred to the Housing Development Fund. In terms of the Housing Act, all proceeds from housing developments, which include rental income and sales of houses, must be paid into the Housing Development Fund. Monies standing to the credit of the Housing Development Fund can be used only to finance housing developments within the municipal area subject to the approval of the Provincial MEC responsible for housing.

1.3 Capital replacement reserve (CRR)

In order to finance the acquisition of infrastructure and other items of property, plant and equipment from internal sources, amounts are transferred from the accumulated surplus/(deficit) to the CRR in terms of the Annual Budget. The cash in the designated CRR bank account can only be utilised to finance items of property, plant and equipment. The CRR is reduced and the accumulated surplus/(deficit) is credited by a corresponding amount when the amounts in the CRR are utilised.

1.4 Self-insurance reserve

The municipality has a Self-insurance reserve to set aside amounts to offset potential losses or claims that cannot be insured externally. The balance of the self-insurance fund is invested in short-term investments. Claims are settled by transferring a corresponding amount from the self-insurance reserve to the accumulated surplus.

1.5 Accumulated surplus

The accumulated surplus/deficit represent the net difference between the total assets and the total liabilities of the municipality. Any surpluses and deficits realised during a specific financial year are credited/debited against accumulated surplus/deficit. Prior year adjustments, relating to income and expenditure, are debited/credited against accumulated surplus when retrospective adjustments are made.

1.6 Materiality

Material omissions or misstatements of items are material if they could, individually or collectively, influence the decisions or assessments of users made on the basis of the financial statements. Materiality depends on the nature or size of the omission or misstatement judged in the surrounding circumstances. The nature or size of the information item, or a combination of both, could be the determining factor.

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Accounting Policies

1.6 Materiality (continued)

Assessing whether an omission or misstatement could influence decisions of users, and so be material, requires consideration of the characteristics of those users. The Framework for the Preparation and Presentation of Financial Statements states that users are assumed to have a reasonable knowledge of government, its activities, accounting and a willingness to study the information with reasonable diligence. Therefore, the assessment takes into account how users with such attributes could reasonably be expected to be influenced in making and evaluating decisions.

1.7 Significant judgements and estimates

In preparing the annual financial statements, management is required to make estimates and assumptions that affect the amounts represented in the annual financial statements and related disclosures. Use of available information and the application of judgement is inherent in the formation of estimates. The areas involving a higher degree of judgement or complexity, or areas where assumptions and estimates are insignificant to the annual financial statements are set out below:

Sources of estimation uncertainty

The following are the key assumptions concerning the future, and other key sources of estimation uncertainty at the reporting date, that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year.t

Revenue recognition

Accounting Policy 1.23.1 on Revenue from Exchange Transactions and Accounting Policy 1.23.2 on Revenue from Non-exchange Transactions describes the conditions under which revenue will be recorded by the management of the municipality

In concluding judgement, management considered the detailed criteria for recognition of revenue as set out in GRAP 9: Revenue from Exchange Transactions and, in particular, whether the municipality, when goods are sold, had transferred to the buyer the significant risks and rewards of ownership of the goods and when services are rendered, whether the service has been rendered. The management of the municipality is satisfied that recognition of the revenue in the current year is appropriate

The IGRAP 1 amendments did not have any impact on Traffic Fines revenue issued in terms of the current Criminal Proceedings Act system but will only have an effect on fines issued in terms of the Amended Act (AARTO) that is expected to become effective on 1 July 2021. As the legislation is new, the possible impact cannot at this stage be determined. The legislation itself will significantly increase Traffic Fines revenue based on higher fine amounts being pronounced in Schedule 3 of the Amendment Act.

The iGRAP 20 interpretation is not regarded as having an effect, as the principles of revising revenue (e.g., incorrect tariff or appeal) is already applied by the municipality.

Impairment of financial assets

Accounting Policy 1.13 Financial Instruments, referring to the paragraph on impairment of financial assets, describes the process followed to determine the value with which financial assets should be impaired. In making the estimation of the impairment, the management of the municipality considered the detailed criteria of impairment of financial assets as set out in GRAP 104: Financial Instruments - Recognition and Measurement. The management of the municipality is satisfied that impairment of financial assets recorded during the year is appropriate. Details of the impairment loss calculation are provided in the applicable notes to the annual financial statements.

Useful lives of assets

As described in Accounting Policy 1.10 and 1.11 the municipality depreciates its property, plant and equipment and intangible assets over the estimated useful lives of the assets, taking into account the residual values of the assets at the end of their useful life, which is determined when the assets are brought into use.. The review of useful life and residual values of assets are only reviewed if one of the indicators of potential review is triggered.

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Accounting Policies

1.7 Significant judgements and estimates (continued)

Employee benefit obligation

The municipality obtains actuarial valuations of its employee benefit obligations. The employee benefit obligations of the municipality that were identified are post-retirement health benefit obligations and long-service awards. The estimated liabilities are recorded in accordance with the requirements of GRAP 25. Details of the liabilities and the key assumptions made by the actuaries in estimating the liabilities are provided in the applicable notes to the annual financial statements.

The actuarial valuation involves making assumptions about discount rates, expected rates of return on assets, future salary increases, mortality rates and future pension increases. Due to the long-term nature of these plans, such estimates are subject to significant uncertainty.

Impairment of non-financial assets

The recoverable amounts of cashgenerating units have been determined based on the higher of valueinuse calculations and fair values less costs to sell. These calculations require the use of estimates and assumptions.

The recoverable amounts of individual assets have been determined based on the higher of valueinuse calculations and fair values less costs to sell. These calculations require the use of estimates and assumptions.

It is reasonably possible that the assumptions may change which may then impact our estimations and may then require a material adjustment to the carrying value of tangible assets.

Value in use of cash generating assets

The municipality reviews and tests the carrying value of assets when events or changes in circumstances suggest that the carrying amount may not be recoverable. Assets are grouped at the lowest level for which identifiable cash flows are largely independent of cash flows of other assets and liabilities. If there are indications that impairment may have occurred, estimates are prepared of expected future cash flows for each group of assets. Expected future cash flows used to determine the value in use of tangible assets are inherently uncertain and could materially change over time. They are significantly affected by a number of factors including economic factors such as inflation and interest

Value in use of non-cash generating assets

The municipality reviews and tests the carrying value of assets when events or changes in circumstances suggest that the carrying amount may not be recoverable. If there are indications that the impairment may have occurred, the remaining service potential of the asset is determined. The most appropriate approach selected to determine the remaining service potential is dependent on the availability of data and the nature of the impairment.

Allowance for slow moving, damaged and obsolete stock

An allowance for stock to write stock down to the lower of cost or net realisable value. Management have made estimates of the selling price and direct cost to sell on certain inventory items. The write down is included in the operation surplus note.

Provisions

Provisions were raised and management determined an estimate based on the information available. Additional disclosure of these estimates of provisions are included in note 22 - Provisions.

A qualified environmental engineer calculates the provision. The provision represents the best estimate or net present valueof the expected future cash flows to rehabilitate the landfill site at yearend. The professional engineer determines the cost of rehabilitation and the remaining useful life of each site. Interest rates linked to prime were used to calculate the effect of the time value of money.

Effective interest rate

The municipality used the prime interest rate to discount future cash flows.

Allowance for doubtful debts

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Accounting Policies

1.7 Significant judgements and estimates (continued)

On debtors an impairment loss is recognised in surplus and deficit when there is objective evidence that it is impaired. The impairment is measured as the difference between the debtors carrying amount and the present value of estimated future cash flows discounted at the effective interest rate, computed at initial recognition.

Impairment of statutory receivables

If there is an indication that a statutory receivable, may be impaired, the municipality measures the impairment loss. The impairment loss is measured as the difference between the estimated future cash flows and the carrying amount. Where the carrying amount is higher than the estimated future cash flows, the carrying amount of the statutory receivable, are reduced, either directly or through the use of an allowance account. The amount of the loss is recognised in surplus or deficit.

In estimating the future cash flows, the municipality considers both the amount and timing of the cash flows that it will receive in future. Consequently, where the effect of the time value of money is material, the municipality discounts the estimated future cash flows using a rate that reflects the current risk free rate and, if applicable, any risks specific to the statutory receivable, or group of statutory receivables, for which the future cash flow estimates have not been adjusted.

An impairment loss recognised in prior periods for a statutory receivable are revised if there has been a change in the estimates used since the last impairment loss was recognised, or to reflect the effect of discounting the estimated cash flows

Pre-paid electricity

Pre-paid electricity is only recognised as income once the electricity is consumed. The pre-paid electricity balance (included under payables) represents the best estimate of electricity sold at year-end, which is still unused.

1.8 Biological assets that form part of agricultural activity that form part of an agricultural activity

The municipality recognises biological assets that form part of an agricultural activity or agricultural produce when and only when:

- the municipality controls the asset as a result of past events;
- it is probable that future economic benefits or service potential associated with the asset will flow to the municipality; and
- the fair value or cost of the asset can be measured reliably

Biological assets that form part of an agricultural activity are measured at their fair value less costs to sell.

A gain or loss arising on initial recognition of biological assets that form part of an agricultural activity or agricultural produce at fair value less costs to sell and from a change in fair value less costs to sell of a biological assets that form part of an agricultural activity, is included in surplus or deficit for the period in which it arises.

Where market determined prices or values are not available, the present value of the expected net cash inflows from the asset, discounted at a current market-determined pre-tax rate where applicable, is used to determine fair value.t

Where fair value cannot be measured reliably, biological assets are measured at cost less any accumulated depreciation and any accumulated impairment losses.

The municipality classifies biological assets as consumables which consist of timber in the form of pine trees. All biological assets are held for sale.

Agricultural produce harvested from an entity's biological assets shall be measured at its fair value less costs to sell at the point of harvest. Such measurement is the cost at that date when applying GRAP 12 or another applicable Standard of GRAP.

Item	Useful life
Trees in plantation forest	indefinite

1.9 Investment property

Investment property is property (land or a building - or part of a building - or both) held to earn rentals or for capital appreciation or both, rather than for:

- use in the production or supply of goods or services; or for
- Administrative purposes, or
- Sale in ordinary course of operations.

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Accounting Policies

1.9 Investment property (continued)

Investment property is recognised as an asset when, it is probable that the future economic benefits or service potential that is associated with the investment property will flow to the municipality, and the cost or fair value of the investment property can be measured reliably.

Investment property is initially recognised at cost. Transaction costs are included in the initial measurement.

Where investment property is acquired through a non-exchange transaction, its cost is its fair value as at the date of acquisition.

Costs include costs incurred initially and costs incurred subsequently to add to, or to replace a part of, or service a property. If a replacement part is recognised in the carrying amount of the investment property, the carrying amount of the replaced part is derecognised.

Subsequent measurement – cost model

Investment property is, subsequent to initial measurement, carried at cost less accumulated depreciation and any accumulated impairment losses.

Depreciation is provided to write down the cost, less estimated residual value by equal installments over the useful life of the property, which is as follows:

Item	Useful life
Property-buildings	30-99 years
Property-Land	indefinite

Investment property is derecognised on disposal or when the investment property is permanently withdrawn from use and no future economic benefits or service potential are expected from its disposal.

Gains or losses arising from the retirement or disposal of investment property is the difference between the net disposal proceeds and the carrying amount of the asset and is recognised in surplus or deficit in the period of retirement or disposal.

Compensation from third parties for investment property that was impaired, lost or given up is recognised in surplus or deficit when the compensation becomes receivable.

The nature OR type of properties classified as held for strategic purposes are as follows:

The municipality separately discloses expenditure to repair and maintain investment property in the notes to the annual financial statements (see note 10).

The municipality discloses relevant information relating to assets under construction or development, in the notes to the annual financial statements (see note 10).

When classification is difficult, the criteria used to distinguish investment property from owner -occupied property and from property held for sale in the ordinary course of operations, are as follows:

All properties held to earn market-related rentals or for capital appreciation or both and that are not used for administrative purposes, and that will not be sold within the next 12 months are classified as Investment Properties

A building owned by the municipality (or held by the municipality under a finance lease) and leased out under one or more operating leases

Transfers to, or from, investment property shall be made when, and only when, there is a change in use, evidenced by:

(a) commencement of owner-occupation, for a transfer from investment property to owner-occupied property;

(b) commencement of development with a view to sale, for a transfer from investment property to inventories;

(c)end of owner-occupation, for a transfer from owner-occupied property to investment property; or

(d) commencement of an operating lease (on a commercial basis) to another party, for a transfer from inventories to investment property.

AUDITOR-GENERAL SOUTH AFRICA
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02 December 2022

Accounting Policies

1.10 Property, plant and equipment

Property, plant and equipment are tangible non-current assets (including infrastructure assets) that are held for use in the production or supply of goods or services, rental to others, or for administrative purposes, and are expected to be used during more than one period. The municipality elected the cost model for Property, plant and equipment.

The cost of an item of property, plant and equipment is recognised as an asset if, and only if

- if it is probable that future economic benefits or service potential associated with the item will flow to the municipality, and
- the cost or fair value of the item can be measured reliably.

Initial recognition and measurement

Property, plant and equipment are initially recognised at cost on its acquisition date. The cost of an item of property, plant and equipment is the purchase price and other costs attributable to bring the asset to the location and condition necessary for it to be capable of operating in the manner intended by the municipality. Trade discounts and rebates are deducted in arriving at the cost. The cost also includes the necessary costs of dismantling and removing the asset and restoring the site on which it is located.

Where an asset is acquired through a non-exchange transaction, its cost is its fair value as at date of acquisition.

Where an item of property, plant and equipment is acquired in exchange for a non-monetary asset or monetary assets, or a combination of monetary and non-monetary assets, the asset acquired is initially measured at fair value (the cost). If the acquired item's fair value was not determinable, it’s deemed cost is the carrying amount of the asset(s) given up.

When significant components of an item of property, plant and equipment have different useful lives, they are accounted for as separate items (major components} of property, plant and equipment.

Costs include costs incurred initially to acquire or construct an item of property, plant and equipment and costs incurred subsequently to add to, replace part of, or service it. If a replacement cost is recognised in the carrying amount of an item of property, plant and equipment, the carrying amount of the replaced part is derecognised

The initial estimate of the costs of dismantling and removing the item and restoring the site on which it is located is also included in the cost of property, plant and equipment, where the municipality is obligated to incur such expenditure, and where the obligation arises as a result of acquiring the asset or using it for purposes other than the production of inventories.

Recognition of costs in the carrying amount of an item of property, plant and equipment ceases when the item is in the location and condition necessary for it to be capable of operating in the manner intended by management.

Major spare parts and standby equipment which are expected to be used for more than one period are included in property,plant and equipment. In addition, spare parts and standby equipment which can only be used in connection with an item of property, plant and equipment are accounted for as property, plant and equipment.

Major inspection costs which are a condition of continuing use of an item of property, plant and equipment and which meet the recognition criteria above are included as a replacement in the cost of the item of property, plant and equipment. Any remaining inspection costs from the previous inspection are derecognised.Subsequent to initial measurement property, plant and equipment is carried at cost less accumulated depreciation and any impairment losses.

Incomplete construction work

Incomplete construction work is stated at historical cost. Depreciation only commences when the asset is available for use

Impairment

Where the carrying amount of an item of property, plant and equipment is greater than the estimated recoverable service amount, it is written down immediately to its recoverable service amount and an impairment loss is charged to the statement of financial performance.

AUDITOR-GENERAL SOUTH AFRICA
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Accounting Policies

1.10 Property, plant and equipment (continued)

Depreciation

Property, plant and equipment are depreciated on the straightline basis over their expected useful lives to their estimated residual value.

The useful lives of items of property, plant and equipment have been assessed as follows:

Item	Depreciation method	Average useful life
Land	Straight-line	indefinite
Machinery and equipment	Straight-line	1-66
Furniture and office equipment	Straight-line	2-24
Transport assets	Straight-line	4-21
Computer equipment	Straight-line	5-23
Community assets	Straight-line	4-50
Other property, plant and equipment	Straight-line	6-99
Capital restoration asset	Straight-line	5-30
Electrical infrastructure	Straight-line	10-100
Water supply infrastructure	Straight-line	10-100
Solid waste infrastructure	Straight-line	10-50
Roads infrastructure	Straight-line	10-100
Information and communication infrastructure	Straight-line	3-15
Waste water network	Straight-line	10-100
Stormwater infrastructure	Straight-line	10-50

The depreciable amount of an asset is allocated on a systematic basis over its useful life.

Each part of an item of property, plant and equipment with a cost that is significant in relation to the total cost of the item is depreciated separately

The depreciation method used reflects the pattern in which the asset's future economic benefits or service potential are expected to be consumed by the municipality. The depreciation method applied to an asset is reviewed at least at each reporting date and, if there has been a significant change in the expected pattern of consumption of the future economic benefits or service potential embodied in the asset, the method is changed to reflect the changed pattern. Such a change is accounted for as a change in an accounting estimate

The municipality assesses at each reporting date whether there is any indication that the municipality expectations about the residual value and the useful life of an asset have changed since the preceding reporting date. If any such indication exists, the municipality revises the expected useful life and/or residual value accordingly. The change is accounted for as a change in an accounting estimate.

The depreciation charge for each period is recognised in surplus or deficit unless it is included in the carrying amount of another asset.

Items of property, plant and equipment are derecognised when the asset is disposed of or when there are no further economic benefits or service potential expected from the use of the asset.

The gain or loss arising from the derecognition of an item of property, plant and equipment is included in surplus or deficit when the item is derecognised. The gain or loss arising from the derecognition of an item of property, plant and equipment is determined as the difference between the net disposal proceeds, if any, and the carrying amount of the item.

The municipality separately discloses expenditure to repair and maintain property, plant and equipment in the notes to the financial statements (see note 11).

AUDITOR-GENERAL SOUTH AFRICA
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Accounting Policies

1.11 Intangible assets

Initial recognition and measurement

An asset is identifiable if it either:

- is separable, i.e. is capable of being separated or divided from the municipality and sold, transferred, licensed, rented or exchanged, either individually or together with a related contract, identifiable assets or liability, regardless of whether the entity intends to do so; or
- arises from binding arrangements (including rights from contracts), regardless of whether those rights are transferable or separable from the municipality or from other rights and obligations. A binding arrangement describes an arrangement that confers similar rights and obligations on the parties to it as if it were in the form of a contract.

An intangible asset is recognised when:

- it is probable that the expected future economic benefits or service potential that are attributable to the asset will flow to the municipality; and
- the cost or fair value of the asset can be neasured reliably

The municipality assesses the probability of expected future economic benefits or service potential using reasonable and supportable assumptions that represent management's best estimate of the set of economic conditions that will exist over the useful life of the asset.

Where an intangible asset is acquired through a non-exchange transaction, its initial cost at the date of acquisition is measured at its fair value as at that date.

If the expected useful life of the asset is different from previous estimates, the amortisation period shall be changed accordingly. If there has been a change in the expected pattern of consumption of the future economic benefits or service potential embodied in the asset, the amortisation method shall be changed to reflect the changed pattern. Such changes shall be accounted for as changes in accounting estimates in accordance with GRAP 3.

Subsequent measurement

Subsequent to initial measurement intangible assets are carried at cost less any accumulated amortisation and any impairment losses.

An intangible asset is regarded as having an indefinite useful life when, based on all relevant factors, there is no foreseeable limit to the period over which the asset is expected to generate net cash inflows or service potential. Amortisation is not provided for these intangible assets, but they are tested for impairment annually and whenever there is an indication that the asset may be impaired. For all other intangible assets amortisation is provided on a straight line basis over their useful life.

The amortisation period and the amortisation method for intangible assets are reviewed at each reporting date.

Reassessing the useful life of an intangible asset with a finite useful life after it was classified as indefinite is an indicator that the asset may be impaired. As a result the asset is tested for impairment and the remaining carrying amount is amortised over its useful life.

Internally generated goodwill, brands, mastheads, publishing titles, customer lists and items similar in substance are not recognised as intangible assets.

If the expected useful life of the asset is different from previous estimates, the amortisation period shall be changed accordingly. If there has been a change in the expected pattern of consumption of the future economic benefits or service potential embodied in the asset, the amortisation method shall be changed to reflect the changed pattern. Such changes shall be accounted for as changes in accounting estimates in accordance with GRAP 3.

Amortisation is provided to write down the intangible assets, on a straight line basis, to their residual values as follows:

Item	Depreciation method	Average useful life
Internally generated: Capital development	Straight-line	5 - 7 years
Computer software	Straight-line	3 - 30 years
Service operating and land rights	Straight-line	5 - 30 years

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Auditing to build public confidence

Accounting Policies

1.11 Intangible assets (continued)

Derecognition

Intangible assets are derecognised:

- on disposal; or
- when no future economic benefits or service potential are expected from its use or disposal.

The gain or loss arising from the derecognition of an intangible asset shall be included in surplus or deficit when the asset is derecognised.

1.12 Heritage assets

Heritage assets are assets that have a cultural, environmental, historical, natural, scientific, technological or artistic significance and are held indefinitely for the benefit of present and future generations.

Initial recognition and measurement

The municipality recognises a heritage asset as an asset if it is probable that future economic benefits or service potential associated with the asset will flow to the municipality, and the cost or fair value of the asset can be measured reliably.

Where the municipality holds a heritage asset, but on initial recognition it does not meet the recognition criteria because it cannot be reliably measured, information on such a heritage asset is disclosed in note 14 Heritage assets.

Initial measurement

Heritage assets are measured at cost.

Where a heritage asset is acquired through a non-exchange transaction, its cost is measured at its fair value as at the date of acquisition.

Subsequent measurement

Subsequent to initial measurement classes of heritage assets are carried at cost less any accumulated impairment losses.

Impairment

The municipality assesses at each reporting date whether there is an indication that it may be impaired. If any such indication exists, the municipality estimates the recoverable amount or the recoverable service amount of the heritage asset.

Reference to impairment paragraphs can be made to note 1.17, 1.18 and 1.19.

Compensation from third parties for heritage assets that have been impaired, lost or given up, shall be included in surplus or deficit when the compensation becomes receivable.

Dererecognition

The municipality derecognises heritage asset on disposal, or when no future economic benefits or service potential are expected from its use or disposal.

The gain or loss arising from the derecognition of a heritage asset is included in surplus or deficit when the item is derecognised (unless the Standard of GRAP on leases requires otherwise on a sale and leaseback).

Transfers

Transfers from heritage assets are only made when the particular asset no longer meets the definition of a heritage asset.

Transfers to heritage assets are only made when the asset meets the definition of a heritage asset.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.13 Financial instruments

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or a residual interest of another entity. Financial instruments are classified into three categories namely, financial instruments at fair value, financial instruments at amortised cost or financial instruments at cost. The municipality determines the classification of its financial instruments at initial recognition.

1.13.1 Classification of financial instruments

Financial assets

A financial asset is any asset that is a cash or contractual right to receive cash. In accordance with GRAP 104 the Financial Assets of the municipality are classified as follows into the three categories allowed by this standard:

Financial asset at amortised cost being a non-derivative financial asset with fixed or determinable payments that are not quoted in an active market. They are included in current assets, except for maturities greater than 12 months, which are classified as non-current assets.

Financial assets measured at fair value being financial assets that meet either of the following conditions:

- Derivatives;
- Combined instruments that are designated at fair value;
- Instruments held for trading;
- Non-derivative financial assets or financial liabilities with fixed or determinable payments that are designated at fair value at initial recognition; or
- Financial instruments that do not meet the definition of financial instruments at amortised cost or financial instruments at cost.

Financial assets measured at cost being investments in residual interests that do not have a quoted market price in an active market, and whose fair value cannot be reliably measured.

The municipality has the following types of financial assets as reflected on the face of the Statement of financial position or in the notes thereto:

Type of financial asset	Classification in terms of GRAP 104
Long-term receivables	Financial assets at amortised cost
Consumer debtors	Financial assets at amortised cost
Other debtors	Financial assets at amortised cost
Short-term investments	Financial assets at amortised cost
Bank balances and cash	Financial assets at amortised cost

Cash includes cash on hand (including petty cash) and cash with banks (including call deposits). Cash equivalents are short-term highly liquid investments, readily convertible into known amounts of cash that are held with registered banking institutions with maturities of three months or less and are subject to an insignificant risk of change in value. For the purposes of the Cash flow statement, cash and cash equivalents comprise cash on hand, deposits held on call with banks, net of bank overdrafts. The municipality categorises cash and cash equivalents as financial assets at amortised cost.

Borrowings

A financial liability is a contractual obligation to deliver cash or another financial asset to another entity.

The following main categories of borrowings and the classification determining how they are measured exist:

- Borrowings measured at amortised cost; or
- Borrowings measured at fair value.

The municipality has the following types of borrowings as reflected on the face of the Statement of financial position or in the notes thereto:

Type of financial liability	Classification in terms of GRAP 104
Long-term liabilities	Financial liability at amortised cost
Current portion of long-term liabilities	Financial liability at amortised cost
Payables from exchange transactions	Financial liability at amortised cost
Consumer Deposits	Financial liability at amortised cost

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Accounting Policies

1.13 Financial instruments (continued)

1.13.2 Initial and subsequent measurement

Initial recognition and measurement

A financial instruments is recognised, when the municipality becomes a party to the contractual provisions of the instrument, and are initially measured at fair value. In the case of a financial instruments not subsequently measured at fair value, transaction costs that are directly attributable to the acquisition or issue of the financial instruments are added or deducted from the fair value, as appropriate on initial recognition.

Subsequent measurement – Financial assets

Financial assets consist of cash and cash equivalents, deposits, receivables and investments.

Receivables are subsequently measured at amortised cost using the effective interest rate method, less impairment. Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the effective interest rate.

A provision for impairment of receivables is established when there is objective evidence that the municipality will not be able to collect all amounts due according to the original terms of receivables. The amount of the provision is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate. Changes in the carrying amount of the provision is recognised in the Statement of financial performance. When a receivable is considered uncollectible, it is written off against the provision. Any gains or losses arising from the change in fair value of investments measured at fair value are recognised in the Statement of financial performance.

Trade and other receivables (excluding Value Added Taxation, prepayments and operating lease receivables), loans to municipal entities and loans that have fixed and determinable payments that are not quoted in an active market are classified as financial assets at amortised cost.

Financial assets measured at fair value are initially measured at fair value plus directly attributable transaction costs. They are subsequently measured at fair value with unrealised gains or losses recognised directly in equity until the investment is derecognised, at which time the cumulative gain or loss recorded in equity is recognised in the Statement of financial performance, or determined to be impaired, at which time the cumulative loss recorded in equity is recognised in the Statement of financial performance.

Subsequent measurement – Financial Liabilities

Financial liabilities consist of payables, interest bearing loans and bank overdrafts. These liabilities are subsequently measured at amortised cost, using the effective interest rate method. Finance costs are expensed in the Statement of financial performance in the period in which they are incurred except where stated otherwise (see accounting policy on borrowing costs).

Bank borrowings, consisting of interest-bearing short-term bank loans, repayable on demand and overdrafts are recorded at the proceeds received. Finance costs are accounted for using the accrual basis and are added to the carrying amount of the bank borrowing to the extent that they are not settled in the period that they arise.

Prepayments are carried at cost less any accumulated impairment losses.

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Accounting Policies

1.13 Financial instruments (continued)

1.13.3 Derecognition

Financial assets

The municipality derecognises financial assets only when the contractual rights to the cash flows from the asset expires or it transfers the financial assets and substantially all the risks and rewards of ownership of the asset to another entity, except when Council approves the write-off of financial assets due to non-recoverability.

If the municipality neither transfers nor retains substantially all the risks and rewards of ownership and continues to control the transferred asset, the municipality recognises its retained interest in the asset and an associated liability for amounts it may have to pay. If the municipality retains substantially all the risks and rewards of ownership of a transferred financial assets, the municipality continues to recognise the financial assets and also recognises a collateralised borrowing for the proceeds received.

Borrowings

The municipality derecognises borrowings when, and only when, the municipality's obligations are discharged, cancelled or they expire.

An exchange between an existing borrower and lender of debt instruments with substantially different terms shall be accounted for as having extinguished the original financial liability, and a new financial liability recognised. Similarly, a substantial modification of the terms of an existing financial liability or a part of it (whether or not attributable to the financial difficulty of the debtor) shall be accounted for as having extinguished the original financial liability and having recognised a new financial liability.

The difference between the carrying amount of a financial liability (or part of a financial liability) extinguished or transferred to another party and the consideration paid, including any non-cash assets transferred or liabilities assumed, shall be recognised in surplus or deficit. Any liabilities that are waived, forgiven or assumed by another entity by way of a nonexchange transaction, are accounted for in accordance with GRAP 23.

1.13.4 Fair value measurement considerations

The best evidence of fair value is quoted prices in an active market. If the market for a financial instruments is not active, the municipality establishes fair value using a valuation technique. The chosen valuation technique makes maximum use of market inputs and relies as little as possible on municipality-specific inputs.

1.14 Leases

A lease is classified as a finance lease if it transfers substantially all the risks and rewards incidental to ownership. A lease is classified as an operating lease if it does not transfer substantially all the risks and rewards incidental to ownership.

When a lease includes both land and buildings elements, the municipality assesses the classification of each element separately

Entity as lessee - operating leases

Operating lease payments are recognised as an expense on a straight-line basis over the lease term. The difference between the amounts recognised as an expense and the contractual payments are recognised as an operating lease asset or liability.

The aggregate benefit of incentives is recognised as a reduction of rental expense over the lease term on a straight- line basis.

Any contingent rent is expensed in the period in which they are incurred.

Accounting Policies

1.15 Inventory

Initial measurement:

Inventories are initially measured at cost except where inventories are acquired through a non-exchange transaction, then their costs are their fair value as at the date of acquisition.

Inventories shall be recognised as an asset if, and only if:
(a) it is probable that future economic benefits or service potential
associated with the item will flow to the entity;
(b) and the cost of the inventories can be measured reliably.

Subsequently inventories are measured at the lower of cost and net realisable value.

Inventories are measured at the lower of cost and current replacement cost where they are held for:

- distribution at no charge or for a nominal charge; or
- consumption in the production process of goods to be distributed at no charge or for a nominal charge.

Net realisable value is the estimated selling price in the ordinary course of operations less the estimated costs of completion and the estimated costs necessary to make the sale, exchange or distribution.

Current replacement cost is the cost the municipality incurs to acquire the asset on the reporting date.

The cost of inventories comprises of all costs of purchase, costs of conversion and other costs incurred in bringing the inventories to their present location and condition. The cost of inventories of items that are not ordinarily interchangeable and goods or services produced and segregated for specific projects is assigned using specific identification of the individual costs. The cost of inventories is assigned using the weighted average cost formula. The same cost formula is used for all inventories having a similar nature and use to the municipality.

When inventories are sold, the carrying amounts of those inventories are recognised as an expense in the period in which the related revenue is recognised. If there is no related revenue, the expenses are recognised when the goods are distributed, or related services are rendered. The amount of any write-down of inventories to net realisable value or current replacement cost and all losses of inventories are recognised as an expense in the period the write-down or loss occurs. The amount of any reversal of any write-down of inventories, arising from an increase in net realisable value or current replacement cost, are recognised as a reduction in the amount of inventories recognised as an expense in the period in which the reversal occurs.

1.16 Landfill site

Site restoration and dismantling cost - The municipality has an obligation to dismantle, remove and restore items of property, plant and equipment. Such obligations are referred to as ‘decommissioning, restoration and similar liabilities’. The cost of an item of property, plant and equipment includes:

- the initial estimate of the costs of dismantling and removing the item and restoring the site on which it is located;
- changes in the measurement of an existing decommissioning, restoration and similar liability that result from change in the estimated timing or amount of the outflow of resources embodying economic benefits or service potential required to settle the obligation, or a change in discount rate; and
- the obligation the municipality incurs for having used the items during a particular period for purposes other than to produce inventories during that period.

If the related asset is measured using the cost model:

(a) subject to (b), changes in the liability are added to, or deducted from, the cost of the related asset in the current period;

(b) if a decrease in the liability exceeds the carrying amount of the asset, the excess is recognised immediately in surplus or deficit; and

(c) if the adjustment results in an addition to the cost of an asset, the municipality considers whether this is an indication that the new carrying amount of the asset may not be fully recoverable. If it is such an indication, the asset is tested for impairment by estimating its recoverable amount or recoverable service amount, and any impairment loss is recognised in accordance with the accounting policy on impairment of cash-generating assets and/or impairment of non-cash-generating assets

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Accounting Policies

1.17 Impairment of property, plant and equipment, investment property, intangible assets and heritage assets

The municipality classifies all assets held with the primary objective of generating a commercial return as cash-generating assets. A commercial return means that the return charged by the entity is commensurate with the risk associated with holding the asset and the asset is intended to generate positive cash inflows. All other assets are classified as non-cash-generating assets.

1.18 Impairment of cash-generating assets

Cash-generating assets are assets managed with the objective of generating a commercial return. An asset generates a commercial return when it is deployed in a manner consistent with that adopted by a profit-oriented entity

Cash generating assets are assets used with the objective of generating a commercial return. Commercial return means that positive cash flows are expected to be significantly higher than the cost of the asset.

Impairment is a loss in the future economic benefits or service potential of an asset, over and above the systematic recognition of the loss of the asset's future economic benefits or service potential through depreciation (amortisation).

Carrying amount is the amount at which an asset is recognised in the statement of financial position after deducting any accumulated depreciation and accumulated impairment losses thereon.

A cash generating unit is the smallest identifiable group of assets used with the objective of generating a commercial return that generates cash inflows from continuing use that are largely independent of the cash inflows from other assets or groups of assets.

Costs of disposal are incremental costs directly attributable to the disposal of an asset, excluding finance costs and income tax expense.

Depreciation (Amortisation) is the systematic allocation of the depreciable amount of an asset over its useful life.

Fair value less costs to sell is the amount obtainable from the sale of an asset in an arm's length transaction between knowledgeable, willing parties, less the costs of disposal.

Recoverable amount of an asset or a cash generating unit is the higher its fair value less costs to sell and its value in use.

Useful life is either:

- the period of time over which an asset is expected to be used by the municipality; or
- the number of production or similar units expected to be obtained from the asset by the municipality.

Management has judged all assets as non cash generating assets.

Identification

When the carrying amount of a cash-generating asset exceeds its recoverable amount, it is impaired.

The municipality assesses at each reporting date whether there is any indication that a cash-generating asset may be impaired. If any such indication exists, the municipality estimates the recoverable amount of the asset.

Value in use

Value in use of a cash-generating asset is the present value of the estimated future cash flows expected to be derived from the continuing use of an asset and from its disposal at the end of its useful life.

When estimating the value in use of an asset, the municipality estimates the future cash inflows and outflows to be derived from continuing use of the asset and from its ultimate disposal and the municipality applies the appropriate discount rate to those future cash flows.

Discount rate

The discount rate is a pre-tax rate that reflects current market assessments of the time value of money, represented by the current risk-free rate of interest and the risks specific to the asset for which the future cash flow estimates have not been adjusted.

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Accounting Policies

1.18 Impairment of cash-generating assets (continued)

Recognition and measurement (individual asset)

If the recoverable amount of a cash-generating asset is less than its carrying amount, the carrying amount of the asset is reduced to its recoverable amount. This reduction is an impairment loss.

An impairment loss is recognised immediately in surplus or deficit.

After the recognition of an impairment loss, the depreciation (amortisation) charge for the cash-generating asset is adjusted in future periods to allocate the cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

Cash-generating units

If there is any indication that an asset may be impaired, the recoverable amount is estimated for the individual asset. If it is not possible to estimate the recoverable amount of the individual asset, the municipality determines the recoverable amount of the cash-generating unit to which the asset belongs (the asset's cash-generating unit).

If an active market exists for the output produced by an asset or group of assets, that asset or group of assets is identified as a cash-generating unit, even if some or all of the output is used internally. If the cash inflows generated by any asset or cash-generating unit are affected by internal transfer pricing, the municipality use management's best estimate of future price(s) that could be achieved in arm's length transactions in estimating:

- the future cash inflows used to determine the asset's or cash-generating unit's value in use; and
- the future cash outflows used to determine the value in use of any other assets or cash-generating units that are affected by the internal transfer pricing.

Cash-generating units are identified consistently from period to period for the same asset or types of assets, unless a change is justified.

The carrying amount of a cash-generating unit is determined on a basis consistent with the way the recoverable amount of the cash-generating unit is determined.

An impairment loss is recognised for a cash-generating unit if the recoverable amount of the unit is less than the carrying amount of the unit. The impairment is allocated to reduce the carrying amount of the cash-generating assets of the unit on a pro rata basis, based on the carrying amount of each asset in the unit. These reductions in carrying amounts are treated as impairment losses on individual assets.

In allocating an impairment loss, the entity does not reduce the carrying amount of an asset below the highest of:

- its fair value less costs to sell (if determinable);
- its value in use (if determinable); and
- zero.

The amount of the impairment loss that would otherwise have been allocated to the asset is allocated pro rata to the other cash-generating assets of the unit.

Where a non-cash-generating asset contributes to a cash-generating unit, a proportion of the carrying amount of that non-cash-generating asset is allocated to the carrying amount of the cash-generating unit prior to estimation of the recoverable amount of the cash-generating unit.

AUDITOR-GENERAL SOUTH AFRICA
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02 December 2022

Accounting Policies

1.18 Impairment of cash-generating assets (continued)

Reversal of impairment loss

The municipality assesses at each reporting date whether there is any indication that an impairment loss recognised in prior periods for a cash-generating asset may no longer exist or may have decreased. If any such indication exists, the entity estimates the recoverable amount of that asset.

An impairment loss recognised in prior periods for a cash-generating asset is reversed if there has been a change in the estimates used to determine the asset's recoverable amount since the last impairment loss was recognised. The carrying amount of the asset is increased to its recoverable amount. The increase is a reversal of an impairment loss. The increased carrying amount of an asset attributable to a reversal of an impairment loss does not exceed the carrying amount that would have been determined (net of depreciation or amortisation) had no impairment loss been recognised for the asset in prior periods.

A reversal of an impairment loss for a cash-generating asset is recognised immediately in surplus or deficit

After a reversal of an impairment loss is recognised, the depreciation (amortisation) charge for the cash-generating asset is adjusted in future periods to allocate the cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

A reversal of an impairment loss for a cash-generating unit is allocated to the cash-generating assets of the unit pro rata with the carrying amounts of those assets. These increases in carrying amounts are treated as reversals of impairment losses for individual assets. No part of the amount of such a reversal is allocated to a non-cash-generating asset contributing service potential to a cash-generating unit.

In allocating a reversal of an impairment loss for a cash-generating unit, the carrying amount of an asset is not increased above the lower of:

- its recoverable amount (if determinable); and
- the carrying amount that would have been determined (net of amortisation or depreciation) had no impairment loss been recognised for the asset in prior periods.

The amount of the reversal of the impairment loss that would otherwise have been allocated to the asset is allocated pro rata to the other assets of the unit.

In assessing whether there is any indication that an asset may be impaired, the municipality will consider, as a minimum, the following indications:

External sources:
(a) During the period, an asset's market value has declined significantly more than would be expected as a result of the passage of time or normal use.
(b) Significant changes with an adverse effect on the entity have taken place during the period, or will take place in the near future, in the technological, market, economic or legal environment in which the entity operates or in the market to which an asset is dedicated.
(c) Market interest rates or other market rates of return on investments have increased during the period, and those increases are likely to affect the discount rate used in calculating an asset's value in use and decrease the asset's recoverable amount materially

Internal sources:
(d) Evidence is available of obsolescence or physical damage of an asset.
(e) Significant changes with an adverse effect on the entity have taken place during the period, or are expected to take place in the near future, in the extent to which, or manner in which, an asset is used or is expected to be used. These changes include the asset becoming idle, plans to discontinue or restructure the operation to which an asset belongs, plans to dispose of an asset before the previously expected date, and reassessing the useful life of an asset as finite rather than indefinite.
(f) A decision to halt the construction of the asset before it is complete or in a usable condition.
(g) Evidence is available from internal reporting that indicates that the economic performance of an asset is, or will be, worse than expected.

AUDITOR-GENERAL SOUTH AFRICA
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Accounting Policies

1.19 Impairment of non-cash-generating assets

Non cash generating assets are assets other than cash generating assets

Identification

When the carrying amount of a non-cash-generating asset exceeds its recoverable service amount, it is impaired.

The municipality assesses at each reporting date whether there is any indication that a non-cash-generating asset may be impaired. If any such indication exists, the municipality estimates the recoverable service amount of the asset.

Irrespective of whether there is any indication of impairment, the entity also tests a non-cash-generating intangible asset with an indefinite useful life or a non-cash-generating intangible asset not yet available for use for impairment annually by comparing its carrying amount with its recoverable service amount. This impairment test is performed at the same time every year. If an intangible asset was initially recognised during the current reporting period, that intangible asset was tested for impairment before the end of the current reporting period.

In assessing whether there is any indication that an asset may be impaired, an entity shall consider, as a minimum, the following indications:

External sources of information
(a) Cessation, or near cessation, of the demand or need for services provided by the asset.
(b) Significant long-term changes with an adverse effect on the entity have taken place during the period or will take place in the near future, in the technological, legal or government policy environment in which the entity operates.

Internal sources of information
(c) Evidence is available of obsolescence or physical damage of an asset.
(d) Significant long-term changes with an adverse effect on the entity have taken place during the period, or are expected to take place in the near future, in the extent to which, or manner in which, an asset is used or is expected to be used. These changes include the asset becoming idle, plans to discontinue or restructure the operation to which an asset belongs, plans to dispose of an asset before the previously expected date and reassessing the useful life of an asset as finite rather than indefinite.
(e) A decision to halt the construction of the asset before it is complete or in a usable condition.
(f) Evidence is available from internal reporting that indicates that the service performance of an asset is, or will be, significantly worse than expected.

Value in use

Value in use of non-cash-generating assets is the present value of the non-cash-generating assets remaining service potential.

The present value of the remaining service potential of a non-cash-generating assets is determined using the following approach:

Depreciated replacement cost approach

The present value of the remaining service potential of a non-cash-generating asset is determined as the depreciated replacement cost of the asset. The replacement cost of an asset is the cost to replace the asset's gross service potential. This cost is depreciated to reflect the asset in its used condition. An asset may be replaced either through reproduction (replication) of the existing asset or through replacement of its gross service potential. The depreciated replacement cost is measured as the current reproduction or replacement cost of the asset, whichever is lower, less accumulated depreciation calculated on the basis of such cost, to reflect the already consumed or expired service potential of the asset.

The replacement cost and reproduction cost of an asset is determined on an "optimised" basis. The rationale is that the municipality would not replace or reproduce the asset with a like asset if the asset to be replaced or reproduced is an overdesigned or overcapacity asset. Overdesigned assets contain features which are unnecessary for the goods or services the asset provides. Overcapacity assets are assets that have a greater capacity than is necessary to meet the demand for goods or services the asset provides. The determination of the replacement cost or reproduction cost of an asset on an optimised basis thus reflects the service potential required of the asset.

AUDITOR-GENERAL SOUTH AFRICA
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Accounting Policies

1.19 Impairment of non-cash-generating assets (continued)

Recognition and measurement

If the recoverable service amount of a non-cash-generating asset is less than its carrying amount, the carrying amount of the asset is reduced to its recoverable service amount. This reduction is an impairment loss.

An impairment loss is recognised immediately in surplus or deficit.

After the recognition of an impairment loss, the depreciation (amortisation) charge for the non-cash-generating asset is adjusted in future periods to allocate the non-cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

Reversal of an impairment loss

The municipality assesses at each reporting date whether there is any indication that an impairment loss recognised in prior periods for a non-cash-generating asset may no longer exist or may have decreased. If any such indication exists, the municipality estimates the recoverable service amount of that asset.

An impairment loss recognised in prior periods for a non-cash-generating asset is reversed if there has been a change in the estimates used to determine the asset's recoverable service amount since the last impairment loss was recognised. The carrying amount of the asset is increased to its recoverable service amount. The increase is a reversal of an impairment loss. The increased carrying amount of an asset attributable to a reversal of an impairment loss does not exceed the carrying amount that would have been determined (net of depreciation or amortisation) had no impairment loss been recognised for the asset in prior periods.

A reversal of an impairment loss for a non-cash-generating asset is recognised immediately in surplus or deficit.

After a reversal of an impairment loss is recognised, the depreciation (amortisation) charge for the non-cash-generating asset is adjusted in future periods to allocate the non-cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

1.20 Employee benefits

Employee benefits are all forms of consideration given by a municipality in exchange for service rendered by employees.

A qualifying insurance policy is an insurance policy issued by an insurer that is not a related party of the reporting municipality, if the proceeds of the policy can be used only to pay or fund employee benefits under a defined benefit plan and are not available to the reporting municipality's own creditors (even in liquidation) and cannot be paid to the reporting municipality, unless either:

the proceeds represent surplus assets that are not needed for the policy to meet all the related employee benefit obligations; or

the proceeds are returned to the reporting municipality to reimburse it for employee benefits already paid.

Termination benefits are employee benefits payable as a result of either:

a municipality's decision to terminate an employee's employment before the normal retirement date; or

an employee's decision to accept voluntary redundancy in exchange for those benefits.

Other long-term employee benefits are employee benefits (other than post-employment benefits and termination benefits) that are not due to be settled within twelve months after the end of the period in which the employees render the related service.

Vested employee benefits are employee benefits that are not conditional on future employment.

Composite social security programmes are established by legislation and operate as multi-employer plans to provide postemployment benefits as well as to provide benefits that are not consideration in exchange for service rendered by employees.

AUDITOR-GENERAL SOUTH AFRICA
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Accounting Policies

1.20 Employee benefits (continued)

A constructive obligation is an obligation that derives from a municipality's actions where by an established pattern of past practice, published policies or a sufficiently specific current statement, the municipality has indicated to other parties that it will accept certain responsibilities and as a result, the municipality has created a valid expectation on the part of those other parties that it will discharge those responsibilities.

Short-term employee benefits

Short-term employee benefits are employee benefits (other than termination benefits) that are due to be settled within twelve months after the end of the period in which the employees render the related service.

Short-term employee benefits include items such as:

wages, salaries and social security contributions;

short-term compensated absences (such as paid annual leave and paid sick leave) where the compensation for the absences is due to be settled within twelve months after the end of the reporting period in which the employees render the related employee service;

bonus, incentive and performance related payments payable within twelve months after the end of the reporting period in which the employees render the related service; and

non-monetary benefits (for example, medical care, and free or subsidised goods or services such as housing, cars and cellphones) for current employees.

When an employee has rendered service to the municipality during a reporting period, the entity recognise the undiscounted amount of short-term employee benefits expected to be paid in exchange for that service:

as a liability (accrued expense), after deducting any amount already paid. If the amount already paid exceeds the undiscounted amount of the benefits, the municipality recognise that excess as an asset (prepaid expense) to the extent that the prepayment will lead to, for example, a reduction in future payments or a cash refund; and

as an expense, unless another Standard requires or permits the inclusion of the benefits in the cost of an asset.

The expected cost of compensated absences is recognised as an expense as the employees render services that increase their entitlement or, in the case of non-accumulating absences, when the absence occurs. The municipality measure the expected cost of accumulating compensated absences as the additional amount that the entity expects to pay as a result of the unused entitlement that has accumulated at the reporting date.

The municipality recognises the expected cost of bonus, incentive and performance related payments when the municipality has a present legal or constructive obligation to make such payments as a result of past events and a reliable estimate of the obligation can be made. A present obligation exists when the entity has no realistic alternative but to make the payments.

The costs of all short-term employee benefits such as leave pay, are recognised during the period in which the employee renders the related service.

Liabilities for staff bonuses are recognised as they accrue to employees. The liability at year-end is based on the bonus accrued at year-end for each employee.

A provision, in respect of the liability relating to the anticipated costs of performance bonuses payable to Section 57 employees, is recognised as it accrues to Section 57 employees. Municipal entities' performance bonus provisions are based on the employment contract stipulations as well as previous performance bonus payment trends.

Leave pay

Liabilities for annual leave are recognised as they accrue to employees. Liability is based on the total accrued leave days owing to employees and is reviewed annually.

AUDITOR-GENERAL SOUTH AFRICA
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Accounting Policies

1.20 Employee benefits (continued)

Post-employment benefits: Defined contribution plans

A defined contribution plan is a plan under which the municipality pays fixed contributions into a separate entity. The municipality has no legal or constructive obligation to pay further contributions if the fund does not hold sufficient assets to pay all employees the benefits relating to service in the current or prior periods.

When an employee has rendered service to the entity during a reporting period, the entity recognises the contribution payable to a defined contribution plan in exchange for that service:

- as a liability (accrued expense), after deducting any contribution already paid. If the contribution already paid exceeds the contribution due for service before the reporting date, an entity recognises that excess as an asset (prepaid expense) to the extent that the prepayment will lead to, for example, a reduction in future payments or a cash refund; and
- as an expense, unless another Standard requires or permits the inclusion of the contribution in the cost of an asset.

Post-employment benefits: Defined benefit plans

Defined benefit plans are post-employment benefit plans other than defined contribution plans. In this aspect defined contribution plans can be considered as the pension fund.

Current service cost is the increase in the present value of the defined benefit obligation resulting from employee service in the current period.

Interest cost is the increase during a period in the present value of a defined benefit obligation which arises because the benefits are one period closer to settlement.

Past service cost is the change in the present value of the defined benefit obligation for employee service in prior periods, resulting in the current period from the introduction of, or changes to, post-employment benefits or other long-term employee benefits. Past service cost may be either positive (when benefits are introduced or changed so that the present value of the defined benefit obligation increases) or negative (when existing benefits are changed so that the present value of the defined benefit obligation decreases). In measuring its defined benefit liability the entity recognises past service cost as an expense in the reporting period in which the plan is amended.

Plan assets comprise assets held by a long-term employee benefit fund and qualifying insurance policies.

The present value of a defined benefit obligation is the present value, without deducting any plan assets, of expected future payments required to settle the obligation resulting from employee service in the current and prior periods.

The return on plan assets is interest, dividends or similar distributions and other revenue derived from the plan assets, together with realised and unrealised gains or losses on the plan assets, less any costs of administering the plan (other than those included in the actuarial assumptions used to measure the defined benefit obligation) and less any tax payable by the plan itself.

The entity account not only for its legal obligation under the formal terms of a defined benefit plan, but also for any constructive obligation that arises from the entity's informal practices. Informal practices give rise to a constructive obligation where the entity has no realistic alternative but to pay employee benefits. An example of a constructive obligation is where a change in the entity's informal practices would cause unacceptable damage to its relationship with employees.

The amount recognised as a defined benefit liability is the net total of the following amounts:

- the present value of the defined benefit obligation at the reporting date;
- minus the fair value at the reporting date of plan assets (if any) out of which the obligations are to be settled directly;
- plus any liability that may arise as a result of a minimum funding requirement

The amount determined as a defined benefit liability may be negative (an asset). The entity measures the resulting asset at the lower of:

- the amount determined above; and
- the present value of any economic benefits available in the form of refunds from the plan or reductions in future contributions to the plan. The present value of these economic benefits is determined using a discount rate which reflects the time value of money.

Any adjustments arising from the limit above is recognised in surplus or deficit

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.20 Employee benefits (continued)

The entity determines the present value of defined benefit obligations and the fair value of any plan assets with sufficient regularity such that the amounts recognised in the audited annual financial statements do not differ materially from the amounts that would be determined at the reporting date.

The entity recognises the net total of the following amounts in surplus or deficit, except to the extent that another Standard requires or permits their inclusion in the cost of an asset:

- current service cost;
- interest cost
- the expected return on any plan assets and on any reimbursement rights;
- actuarial gains and losses
- past service cost;
- the effect of any curtailments or settlements; and
- the effect of applying the limit on a defined benefit asset (negative defined benefit liability)

The entity uses the Projected Unit Credit Method to determine the present value of its defined benefit obligations and the related current service cost and, where applicable, past service cost. The Projected Unit Credit Method (sometimes known as the accrued benefit method pro-rated on service or as the benefit/years of service method) sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately to build up the final obligation.

In determining the present value of its defined benefit obligations and the related current service cost and, where applicable, past service cost, a entity shall attribute benefit to periods of service under the plan's benefit formula. However, if an employee's service in later years will lead to a materially higher level of benefit than in earlier years, a entity shall attribute benefit on a straight-line basis from:

- the date when service by the employee first leads to benefits under the plan (whether or not the benefits are conditional on further service); until
- the date when further service by the employee will lead to no material amount of further benefits under the plan, other than from further salary increases.

Actuarial valuations are conducted on an annual basis by independent actuaries separately for each plan. The results of the valuation are updated for any material transactions and other material changes in circumstances (including changes in market prices and interest rates) up to the reporting date.

The entity recognises gains or losses on the curtailment or settlement of a defined benefit plan when the curtailment or settlement occurs. The gain or loss on a curtailment or settlement comprises:

- any resulting change in the present value of the defined benefit obligation; and
- any resulting change in the fair value of the plan assets.

Before determining the effect of a curtailment or settlement, the entity re-measure the obligation (and the related plan assets, if any) using current actuarial assumptions (including current market interest rates and other current market prices).

When it is virtually certain that another party will reimburse some or all of the expenditure required to settle a defined benefit obligation, the right to reimbursement is recognised as a separate asset. The asset is measured at fair value. In all other respects, the asset is treated in the same way as plan assets. In surplus or deficit, the expense relating to a defined benefit plan is presented as the net of the amount recognised for a reimbursement.

The entity offsets an asset relating to one plan against a liability relating to another plan when the entity has a legally enforceable right to use a surplus in one plan to settle obligations under the other plan and intends either to settle the obligations on a net basis, or to realise the surplus in one plan and settle its obligation under the other plan simultaneously.

Actuarial assumptions

Actuarial assumptions are unbiased and mutually compatible.

Financial assumptions are based on market expectations, at the reporting date, for the period over which the obligations are to be settled.

The rate used to discount post-employment benefit obligations (both funded and unfunded) reflect the time value of money. The currency and term of the financial instrument selected to reflect the time value of money is consistent with the currency and estimated term of the post-employment benefit obligations.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Accounting Policies

1.20 Employee benefits (continued)

Post-employment benefit obligations are measured on a basis that reflects:

- estimated future salary increases;
- the benefits set out in the terms of the plan (or resulting from any constructive obligation that goes beyond those terms) at the reporting date; and
- estimated future changes in the level of any state benefits that affect the benefits payable under a defined benefit plan, if, and only if, either:
- Those changes were enacted before the reporting date; or
- past history, or other reliable evidence, indicates that those state benefits will change in some predictable manner, for example, in line with future changes in general price levels or general salary levels.

Assumptions about medical costs take account of estimated future changes in the cost of medical services, resulting from both inflation and specific changes in medical costs.

Other long term employee benefit

The municipality provides post-retirement health care benefits, housing subsidies and gratuities upon retirement to some retirees.

Long term service awards is payable after 10 years of continuous service and after every 5 years thereafter to employees. Additional to this employees shall be entitled to a 14th cheque for continuous employment on their 30th and every 5th year onward. Furthermore a retirement gift is payable on retirement to employees with 10 years or more service. The provision is an estimate of the long service award based on historical staff turnover based on historical staff turnover. No other long service benefits are provided to employees.

The entitlement to post-retirement health care benefits is based on the employee remaining in service up to retirement age and the completion of a minimum service period. The expected costs of these benefits are accrued over the period of employment. Independent qualified actuaries carry out valuations of these obligations. The municipality also provides a gratuity and housing subsidy on retirement to certain employees. An annual charge to income is made to cover both these liabilities.

Actuarial gains and losses arising from the experience adjustments and changes in actuarial assumptions are recognised in the Statement of financial performance in the period that it occurs.Interestcost on employee benefit obligation is recognised as part of employee related cost.

The amount recognised as a liability for other long-term employee benefits is the net total of the following amounts:

the present value of the defined benefit obligation at the reporting date;

minus the fair value at the reporting date of plan assets (if any) out of which the obligations are to be settled directly.

The municipality shall recognise the net total of the following amounts as expense or revenue, except to the extent that another Standard requires or permits their inclusion in the cost of an asset:

current service cost;

interest cost;

the expected return on any plan assets and on any reimbursement right recognised as an asset;

actuarial gains and losses, which shall all be recognised immediately;

past service cost; and

the effect of any curtailments or settlements.

Termination benefits

The municipality recognises termination benefits as a liability and an expense when the entity is demonstrably committed to either:

terminate the employment of an employee or group of employees before the normal retirement date; or

provide termination benefits as a result of an offer made in order to encourage voluntary redundancy.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.20 Employee benefits (continued)

The municipality is demonstrably committed to a termination when the entity has a detailed formal plan for the termination and is without realistic possibility of withdrawal. The detailed plan includes [as a minimum]:

the location, function, and approximate number of employees whose services are to be terminated;

the termination benefits for each job classification or function; and

the time at which the plan will be implemented.

Implementation begins as soon as possible and the period of time to complete implementation is such that material changes to the plan are not likely.

Where termination benefits fall due more than twelve months after the reporting date, they are discounted using an appropriate discount rate. The rate used to discount the benefit reflects the time value of money. The currency and term of the financial instrument selected to reflect the time value of money is consistent with the currency and estimated term of the benefit.

In the case of an offer made to encourage voluntary redundancy, the measurement of termination benefits shall be based on the number of employees expected to accept the offer.

1.21 Provisions

Provisions are recognised when:
- the municipality has a present obligation as a result of a past event;
- it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation; and
- a reliable estimate can be made of the obligation.

The amount of a provision is the best estimate of the expenditure expected to be required to settle the present obligation at the reporting date.

Where the effect of time value of money is material, the amount of a provision is the present value of the expenditures expected to be required to settle the obligation.

The discount rate is a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability.

Provisions are reviewed at each reporting date and adjusted to reflect the current best estimate. Provisions are reversed if it is no longer probable that an outflow of resources embodying economic benefits or service potential will be required, to settle the obligation.

Where discounting is used, the carrying amount of a provision increases in each period to reflect the passage of time. This increase is recognised as an interest expense.

A provision is used only for expenditures for which the provision was originally recognised. Provisions are not recognised for future operating deficits.

If the municipality has a contract that is onerous, the present obligation (net of recoveries) under the contract is recognised and measured as a provision.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Accounting Policies

1.21 Provisions (continued)

Environmental rehabilitation provisions

At year end a provision is raised for the rehabilitation of landfill sites. The provision is the net present value of the future cash flows to rehabilitate damaged land at year end.

As the related asset is measured using the cost model:

changes in the liability is added to, or deducted from, the cost of the related asset in the current period;

the amount deducted from the cost of the asset does not exceed it carrying amount. If a decrease in the liability exceeds the carrying amount of the asset, the excess is recognised immediately in surplus or deficit;

if the adjustments results in an addition to the cost of an asset, the municipality considers whether this is an indication that the new carrying amount of the asset may be fully recoverable. If there is such an indication, the municipality tests the asset for the impairment by estimating its recoverable amount or recoverable service amount, and accounts for any impairment loss, in accordance with the accounting policy on impairment of assets as described in the accounting policy on impairment of cash-generating assets and/ or impairment of non-cash generating assets.

The adjusted depreciable amount of the asset is depreciated over its useful life. Therefore, once the related asset has reached the end of its useful life, all subsequent changes in the liability is recognised in surplus or deficit as they occur.

1.22 Contingent assets and contingent liabilities

Contingent liabilities represent a possible obligation that arises from past events and whose existence will be confirmed only by an occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the municipality.

A contingent liability can also arise as a result of a present obligation that arises from past events but which is not recognised as a liability either because it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligation or the amount of the obligation cannot be measured with sufficient reliability.

Contingent assets represent possible assets that arise from past events and whose existence will be confirmed only by an occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the municipality.

Contingent assets and contingent liabilities are not recognised. Contingencies are disclosed in the notes to the municipality.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Accounting Policies

1.23 Revenue

Revenue is the gross inflow of economic benefits or service potential during the reporting period when those inflows result in an increase in net assets, other than increases relating to contributions from owners.

An exchange transaction is one in which the municipality receives assets or services, or has liabilities extinguished, and directly gives approximately equal value (primarily in the form of goods, services or use of assets) to the other party in exchange.

Fair value is the amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties in an arm's length transaction

Recognition and measurement

Revenue is measured at the fair value of the consideration received or receivable, net of trade discounts and volume rebates.

1.23.1 Revenue from exchange transactions

Service charges

Service charges relating to electricity and water are based on consumption. Meters are read on a monthly basis and are recognised as revenue when invoiced. Provisional estimates of consumption, based on the consumption history, are made monthly when meter readings have not been performed. The provisional estimates of consumption are recognised as revenue when invoiced, except at year-end when estimates of consumption up to year-end are recorded as revenue without being invoiced. Adjustments to provisional estimates of consumption are made in the invoicing period in which meters have been read. These adjustments are recognised as revenue in the invoicing period. In respect of estimates of consumption between the last reading date and the reporting date, an accrual is made based on the billings done during July and August. The billing and invoiced amounts done in July are recognized in total as an accrual as all billing in July pertains to services rendered prior 30 June. An estimate is then made based on August billing pertaining to services rendered up until 30 June.

Service charges relating to refuse removal are recognised on a monthly basis in arrears by applying the approved tariff to each property that has improvements. Tariffs are determined per category of property usage, and are levied monthly based on the number of refuse containers on each property, regardless of whether or not all containers are emptied during the month.

Service charges from sewerage and sanitation are based on the number of sewerage connections on each developed property using the tariffs approved from Council and are levied monthly.

When the outcome of a transaction involving the rendering of services can be estimated reliably, revenue associated with the transaction shall be recognised by reference to the stage of completion of the transaction at the reporting date. The outcome of a transaction can be estimated reliably when all the following conditions are satisfied:
(a) the amount of revenue can be measured reliably;
(b) it is probable that the economic benefits or service potential associated with the transaction will flow to the entity
(c) the stage of completion of the transaction at the reporting date can be measured reliably; and
(d) the costs incurred for the transaction and the costs to complete the transaction can be measured reliably.

interest is levied on outstanding debtors using the effective interest rate method.

Rentals on facilities and equipment are recognised on the straight-line basis over the term of the lease agreement

Pre-paid electricity

Revenue from the sale of electricity prepaid units is recognised when all the following conditions have been satisfied:

The municipality has transferred to the buyer the significant risks and rewards of ownership of the goods.

The municipality retains neither continuing managerial involvement to the degree usually associated with ownership nor effective control over the goods sold.

The amount of revenue can be measured reliably.

It is probable that the economic benefits or service potential associated with the transaction will flow to the municipality.

The costs incurred or to be incurred in respect of the transaction can be measure reliably.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Accounting Policies

1.23 Revenue (continued)

Interest earned and rentals received

Interest earned on investments is recognised in the statement of financial performance on the time proportionate basis that takes into account the effective yield on the investment.

Traffic charges

Revenue arising from the application of the approved tariff of charges is recognised when the relevant service is rendered by applying the relevant authorised tariff. This includes the issuing of licences and permits.

Income from agency services

Income for agency services is recognised on a monthly basis once the income collected on behalf of agents has been quantified. The income recognised is in terms of the agency agreement.

Sale of goods

Revenue from the sale of goods is recognised when all the following conditions have been satisfied:

- the municipality has transferred to the buyer the significant risks and rewards of ownership of the goods;
- the municipality retains neither continuing managerial involvement to the degree usually associated with ownership nor effective control over the goods sold;
- the amount of revenue can be measured reliably;
- it is probable that the economic benefits or service potential associated with the transaction will flow to the municipality; and
- the costs incurred or to be incurred in respect of the transaction can be measured reliably.

Revenue recognition of unclaimed deposits

Unclaimed deposits older than three (3) years are recognised as revenue.

1.23.2 Revenue from non-exchange transactions

Rates and taxes

Other than services in-kind not recognised in terms of paragraph .99, an inflow of resources from a non-exchange transaction that meets the definition of an asset shall be recognised as an asset when, and only when:
(a) it is probable that the future economic benefits or service
potential associated with the asset will flow to the entity; and
(b) the fair value of the asset can be measured reliably.

The municipality recognises an asset in respect of taxes when the taxable event occurs and the asset recognition criteria are met.

Resources arising from taxes satisfy the definition of an asset when the municipality controls the resources as a result of a past event (the taxable event) and expects to receive future economic benefits or service potential from those resources.

Resources arising from taxes satisfy the criteria for recognition as an asset when it is probable that the inflow of resources will occur and their fair value can be reliably measured.

The municipality analyses the taxation laws to determine what the taxable events are for the various taxes levied.

The taxable event for property tax is the passing of the date on which the tax is levied, or the period for which the tax is levied, if the tax is levied on a periodic basis.

Taxation revenue is determined at a gross amount. It is not reduced for expenses paid through the tax system.

Rebates and discounts are offset against the revenue. As per iGRAP 1, there is no intention to collect this revenue

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.23 Revenue (continued)

Fines

Fines constitute both spot fines and camera fines. Fines are recognised when the receivable meets the definition of an asset and satisfies the criteria for recognition as an asset. It is measured at the best estimate, based on past experience, of the amount of revenue the municipality is entitled to collect.

Subsequent to initial recognition and measurement, the municipality assess the collectability of the revenue and recognises a separate impairment loss where appropriate.

Donations and contributions

Donations and funding are recognised as revenue to the extent that the municipality has complied with any of the criteria, conditions or obligations embodied in the agreement. Where the agreement contains a stipulation to return the asset, other future economic benefits or service potential, in the event of non-compliance to these stipulations and would be enforced by the transferor, a liability is recognised to the extent that the criteria, conditions or obligations have not been met. Where such requirements are not enforceable, or where past experience has indicated that the transferor has never enforced the requirement to return the transferred asset, other future economic benefits or service potential when breaches have occurred, the stipulation will be considered a restriction and is recognised as revenue.

Transfers and subsidies

The municipality recognises an asset in respect of transfers when the transferred resources meet the definition of an asset and satisfy the criteria for recognition as an asset.

Transferred assets are measured at their fair value as at the date of acquisition.

Unconditional grants

Equitable share allocations are recognised in revenue at the start of the financial year.

Conditional grants

Conditional grants recognised as revenue to the extent that the municipality has complied with any of the criteria, conditions or obligations embodied in the agreement. Where the agreement contains a stipulation to return the asset, other future economic benefits or service potential, in the event of non-compliance to these stipulations and would be enforced by the transferor, a liability is recognised to the extent that the criteria, conditions or obligations have not been met. Where such requirements are not enforceable, or where past experience has indicated that the transferor has never enforced the requirement to return the transferred asset, other future economic benefits or service potential when breaches have occurred, the stipulation will be considered a restriction and is recognised as revenue.

Interest earned on grants received and invested is treated in accordance with grant conditions. If it is payable to the funder it is recorded as part of the creditor and if it is the municipality's interest it is recognised as interest earned in the Statement of financial performance.

Interest earned on unspent grants and receipts

Interest earned on unspent grants and receipts is treated in accordance with grant conditions. If it is payable to the funder it is recorded as part of the creditor and if it is the municipality’s interest it is recognised as interest earned in the Statement of financial performance in accordance with GRAP 9.

Services received in-kind

Services in-kind that are significant to the municipality's operations and/or service delivery objectives are recognised as assets and the related revenue when it is probable that the future economic benefits or service potential will flow to the municipality and the fair value of the assets can be measured reliably.

Where services in-kind are not significant to the municipality’s operations and/or service delivery objectives and/or do not satisfy the criteria for recognition, the municipality discloses the nature and type of services in-kind received during the reporting period.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.24 Statutory receivables

1.24.1 Identification

Statutory receivables are receivables that arise from legislation, supporting regulations, or similar means, and require settlement by another entity in cash or another financial asset.

The cost method is the method used to account for statutory receivables that requires such receivables to be measured at their transaction amount, plus any accrued interest or other charges (where applicable) and, less any accumulated impairment losses and any amounts derecognised.

Nominal interest rate is the interest rate and/or basis specified in legislation, supporting regulations or similar means.

The transaction amount for a statutory receivable means the amount specified in, or calculated, levied or charged in accordance with, legislation, supporting regulations, or similar means.

In estimating the future cash flows, an entity considers both the amount and timing of the cash flows that it will receive in future. Consequently, where the effect of the time value of money is material, an entity discounts the estimated future cash flows using a rate that reflects the current risk free rate and, if applicable, any risks specific to the statutory receivable or group of statutory receivables, for which the future cash flow estimates have not been adjusted.

1.24.2 Recognition

The municipality recognises statutory receivables as follows:

- if the transaction is an exchange transaction, using the policy on Revenue from exchange transactions;
- if the transaction is a non-exchange transaction, using the policy on Revenue from non-exchange transactions (Taxes and transfers); or
- if the transaction is not within the scope of the policies listed in the above or another Standard of GRAP, the receivable is recognised when the definition of an asset is met and, when it is probable that the future economic benefits or service potential associated with the asset will flow to the entity and the transaction amount can be measured reliably.

1.24.3 Measurement

The municipality initially measures statutory receivables at their transaction amount.

The municipality measures statutory receivables after initial recognition using the cost method. Under the cost method, the initial measurement of the receivable is changed subsequent to initial recognition to reflect any:

- interest or other charges that may have accrued on the receivable (where applicable);
- impairment losses; and
- amounts derecognised.

Where the municipality levies interest on the outstanding balance of statutory receivables, it adjusts the transaction amount after initial recognition to reflect any accrued interest. Accrued interest is calculated using the nominal interest rate.

Interest on statutory receivables is recognised as revenue in accordance with the accounting policy on Revenue from exchange transactions or the accounting policy on Revenue from non-exchange transactions (Taxes and transfers), whichever is applicable.

Other charges

Where the municipality is required or entitled to levy additional charges in terms of legislation, supporting regulations, by-laws or similar means on overdue or unpaid amounts, these charges are accounted for in terms of the municipality's accounting policy on Revenue from exchange transactions or the policy on Revenue from non-exchange transactions (taxes and transfers).

1.24.4 Impairment

The municipality assesses at each reporting date whether there is any indication that a statutory receivable, or a group of statutory receivables, may be impaired.

In assessing whether there is any indication that a statutory receivable, or group of statutory receivables, may be impaired, the municipality considers, as a minimum, the following indicators:

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

1.24 Statutory receivables (continued)

significant financial difficulty of the receivable, which may be evidenced by an application for debt counselling, business rescue or an equivalent.

it is probable that the receivable will enter sequestration, liquidation or other financial re-organisation.

a breach of the terms of the transaction, such as default or delinquency in principal or interest payments (where levied).

adverse changes in international, national or local economic conditions, such as a decline in growth, an increase in debt levels and unemployment, or changes in migration rates and patterns.

If there is an indication that a statutory receivable, or a group of statutory receivables, may be impaired, the municipality measures the impairment loss as the difference between the estimated future cash flows and the carrying amount. Where the carrying amount is higher than the estimated future cash flows, the carrying amount of the statutory receivable, or group of statutory receivables, is reduced through the use of an allowance account. The amount of the losses is recognised in surplus or deficit.

An impairment loss recognised in prior periods for a statutory receivable is revised if there has been a change in the estimates used since the last impairment loss was recognised, or to reflect the effect of discounting the estimated cash flows.

Any previously recognised impairment loss is adjusted by adjusting the allowance account. The adjustment does not result in the carrying amount of the statutory receivable, or group of statutory receivables exceeding what the carrying amount of the receivable(s) would have been had the impairment loss not been recognised at the date the impairment is revised. The amount of any adjustment is recognised in surplus or deficit.

1.24.5 Derecognition

The municipality derecognises a statutory receivable, or a part thereof, when:

- the rights to the cash flows from the receivable are settled, expire or are waived;
- the municipality transfers control of the statutory receivable and substantially all the risks and rewards of ownership of the asset to another entity; or
- the municipality, despite having retained some significant risks and rewards of ownership of the receivable, has transferred control of the receivable to another party and the other party has the practical ability to sell the receivable in its entirety to an unrelated third party, and is able to exercise that ability unilaterally and without needing to impose additional restrictions on the transfer. In this case, the entity:
  - derecognise the receivable; and
  - recognise separately any rights and obligations created or retained in the transfer.

The carrying amounts of any statutory receivables transferred are allocated between the rights or obligations retained and those transferred on the basis of their relative fair values at the transfer date. The entity considers whether any newly created rights and obligations are within the scope of the Standard of GRAP on Financial Instruments or another Standard of GRAP. Any difference between the consideration received and the amounts derecognised and, those amounts recognised, are recognised in surplus or deficit in the period of the transfer.

1.25 Principal-agent arrangements

Identification

An agent is an entity that has been directed by another entity (a principal), through a binding arrangement, to undertake transactions with third parties on behalf of the principal and for the benefit of the principal.

A principal is an entity that directs another entity (an agent), through a binding arrangement, to undertake transactions with third parties on its behalf and for its own benefit.

A principal-agent arrangement results from a binding arrangement in which one entity (an agent), undertakes transactions with third parties on behalf, and for the benefit of, another entity (the principal).

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

02 December 2022

Accounting Policies

1.25 Impairment of cash-generating assets (continued)

Identifying whether an entity is a principal or an agent

When the municipality is party to a principal-agent arrangement, it assesses whether it is the principal or the agent in accounting for revenue, expenses, assets and/or liabilities that result from transactions with third parties undertaken in terms of the arrangement.

The assessment of whether a municipality is a principal or an agent requires the municipality to assess whether the transactions it undertakes with third parties are for the benefit of another entity or for its own benefit.

Binding arrangement

The municipality assesses whether it is an agent or a principal by assessing the rights and obligations of the various parties established in the binding arrangement.

Where the terms of a binding arrangement are modified, the parties to the arrangement re-assess whether they act as a principal or an agent.

Assessing which entity benefits from the transactions with third parties

When the municipality in a principal-agent arrangement concludes that it undertakes transactions with third parties for the benefit of another entity, then it is the agent. If the municipality concludes that it is not the agent, then it is the principal in the transactions.

The municipality is an agent when, in relation to transactions with third parties, all three of the following criteria are present:

- It does not have the power to determine the significant terms and conditions of the transaction.
- It does not have the ability to use all, or substantially all, of the resources that result from the transaction for its own benefit.
- It is not exposed to variability in the results of the transaction.

Where the municipality has been granted specific powers in terms of legislation to direct the terms and conditions of particular transactions, it is not required to consider the criteria of whether it does not have the power to determine the significant terms and conditions of the transaction, to conclude that is an agent. The municipality applies judgement in determining whether such powers exist and whether they are relevant in assessing whether the municipality is an agent.

Recognition

The municipality, as a principal, recognises revenue and expenses that arise from transactions with third parties in a principal-agent arrangement in accordance with the requirements of the relevant Standards of GRAP.

The municipality, as an agent, recognises only that portion of the revenue and expenses it receives or incurs in executing the transactions on behalf of the principal in accordance with the requirements of the relevant Standards of GRAP.

The municipality recognises assets and liabilities arising from principal-agent arrangements in accordance with the requirements of the relevant Standards of GRAP.

1.26 Borrowing costs

Borrowing costs are interest and other expenses incurred by an municipality in connection with the borrowing of funds.

Borrowing costs are recognised as an expense in the Statement of financial performance in the period in which they are incurred.

1.27 Comparative of actual information to budgeted information

Where necessary, comparative figures have been reclassified to conform to changes in presentation in the current year. Refer to note 60 for detail.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.28 Unauthorised expenditure

Unauthorised expenditure means:
- overspending of a vote or a main division within a vote; and
- expenditure not in accordance with the purpose of a vote or, in the case of a main division, not in accordance with the purpose of the main division.

All expenditure relating to unauthorised expenditure is recognised as an expense in the statement of financial performance in the year that the expenditure was incurred. The expenditure is classified in accordance with the nature of the expense, and where recovered, it is subsequently accounted for as revenue in the statement of financial performance.

1.29 Fruitless and wasteful expenditure

Fruitless and wasteful expenditure is expenditure that was made in vain and would have been avoided had reasonable care been exercised. All expenditure relating to fruitless and wasteful expenditure is recognised as an expense in the Statement of financial performance in the year that the expenditure was incurred. The expenditure is classified in accordance with the nature of the expense, and where recovered, it is subsequently accounted for as revenue in the Statement of financial performance.

1.30 Irregular expenditure

Irregular expenditure is expenditure that is contrary to the Municipal Finance Management Act (Act No.56 of 2003), the Municipal Systems Act (Act No.32 of 2000), and the Public Office Bearers Act (Act No. 20 of 1998) or is in contravention of the economic entity's supply chain management policy. Irregular expenditure excludes unauthorised expenditure.

All expenditure relating to irregular expenditure is recognised as an expense in the statement of financial performance in the year that the expenditure was incurred. The expenditure is classified in accordance with the nature of the expense, and where recovered, it is subsequently accounted for as revenue in the statement of financial performance.

1.31 Related parties and related party transactions

A related party is a person or an entity with the ability to control or jointly control the other party, or exercise significant influence over the other party, or vice versa, or an entity that is subject to common control, or joint control.

Control is the power to govern the financial and operating policies of an entity so as to obtain benefits from its activities.

Joint control is the agreed sharing of control over an activity by a binding arrangement, and exists only when the strategic financial and operating decisions relating to the activity require the unanimous consent of the parties sharing control (the venturers).

An entity is related to the Municipality if any of the following conditions apply:
- the entity is a member of the same economic entity (which means that each controlling entity, controlled entity and fellow controlled entity is related to the others).
- one entity is an associate or joint venture of the other entity (or an associate or joint venture of a member of an economic entity of which the other entity is a member).
- both entities are joint ventures of the same third party.
- one entity is a joint venture of a third entity, and the other entity is an associate of the third entity.
- the entity is a post-employment benefit plan for the benefit of employees of either the Municipality or an entity related to the Municipality. If the reporting entity is itself such a plan, the sponsoring employers are related to the entity.
- the entity is controlled or jointly controlled by a person identified in (a).
- a person identified in (a) has significant influence over that entity or is a member of the management of that entity (or its controlling entity).

A person is considered to be a close member of the family of another person if they:
- are married or live together in a relationship similar to a marriage or are separated by no more than two degrees of natural or legal consanguinity or affinity.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.31 Related parties and related party transactions (continued)

Management (formerly known as "Key Management") includes all persons having the authority and responsibility for planning, directing and controlling the activities of the Municipality, including:
- all members of the governing body of the Municipality;
- a member of the governing body of an economic entity who has the authority and responsibility for planning, directing and controlling the activities of the Municipality;
- any key advisors of a member, or sub-committees, of the governing body who has the authority and responsibility for planning, directing and controlling the activities of the Municipality; and
- the senior management team of the Municipality, including the chief executive officer or permanent head of the Municipality, unless already included in (a).

Management personnel include:
- All directors or members of the governing body of the Municipality, being the Executive Mayor, Deputy Mayor, Speaker and members of the Mayoral Committee. Other persons having the authority and responsibility for planning, directing and controlling the activities of the reporting Municipality being the Municipal Manager, Chief Financial Officer, and all other managers reporting directly to the Municipal Manager or as designated by the Municipal Manager.

Related party transaction is a transfer of resources, services or obligations between the reporting entity and a related party, regardless of whether a price is charged.

Significant influence is the power to participate in the financial and operating policy decisions of an entity, but is not control over those policies.

Key management as well as their close family members, and/or entities are related parties if one party has the ability, directly or indirectly, to control or jointly control the other party or exercise significant influence over the other party in making financial and/or operating decisions.

Management are those persons responsible for planning, directing and controlling the activities of the municipality including those charged with the governance of the municipality in accordance with legislation, in instances where they are required to perform such functions.

Close members of the family of a person are considered to be those family members who may be expected to influence, or be influenced by, that management in their dealings with the municipality.

The municipality is exempt from disclosure requirements in relation to related party transactions if that transaction occurs within normal supplier and/or client/recipient relationships on terms and conditions no more or less favourable than those which it is reasonable to expect the municipality to have adopted if dealing with that individual entity or person in the same circumstances and terms and conditions are within the normal operating parameters established by that reporting entity's legal mandate.

Where the municipality is exempt from the disclosures in accordance with the above, the municipality discloses narrative information about the nature of the transactions and the related outstanding balances, to enable users of the entity's financial statements to understand the effect of related party transactions on its annual financial statements.

1.32 Change in accounting policies, estimates and errors

Changes in accounting policies that are affected by management have been applied retrospectively in accordance with GRAP 3 requirements, except to the extent that it is impracticable to determine the periodspecific effects or the cumulative effect of the change in policy. In such cases the municipality shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable

Changes in accounting estimates are applied prospectively in accordance with GRAP 3 requirements. Details of changes in estimates are disclosed in the notes to the annual financial statements where applicable.

Correction of errors is applied retrospectively in the period in which the error has occurred in accordance with GRAP 3 requirements, except to the extent that it is impracticable to determine the periodspecific effects or the cumulative effect of the error. In such cases the municipality shall restate the opening balances of assets, liabilities and net assets for the earliest period for which retrospective restatement is practicable.

1.33 Commitments

Items are classified as commitments when an entity has committed itself to future transactions that will normally result in the outflow of cash.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Accounting Policies

1.33 Commitments (continued)

Disclosures are required in respect of unrecognised contractual commitments.

Commitments are not recognised in the statement of financial position as a liability, but are included in the disclosure notes in the following cases:

- approved and contracted commitments;
- where the expenditure has been approved and the contract has been awarded at the reporting date; and
- where disclosure is required by a specific standard of GRAP.

1.34 Value Added Tax

The municipality accounts for Value Added Tax on the cash (receipt) basis.

1.35 Budget information

The approved budget is prepared on a accrual basis and presented by economic classification linked to performance outcome objectives.

The approved budget covers the fiscal period from 2021/07/01 to 2022/06/30.

The annual financial statements and the budget are on the same basis of accounting therefore a comparison with the budgeted amounts for the reporting period have been included in the Statement of comparison of budget and actual amounts.

Material variances are determined in accordance with the municiapalities materiality framework. These material didfferences will be explained in the financial statements under note for budget differences referenced to the statement of budget comparison.

1.36 Events after reporting date

Events after reporting date are those events, both favourable and unfavourable, that occur between the reporting date and the date when the financial statements are authorised for issue. Two types of events can be identified:

- those that provide evidence of conditions that existed at the reporting date (adjusting events after the reporting date); and
- those that are indicative of conditions that arose after the reporting date (non-adjusting events after the reporting date).

The municipality will adjust the amount recognised in the financial statements to reflect adjusting events after the reporting date once the event occurred.

The municipality will disclose the nature of the event and an estimate of its financial effect or a statement that such estimate cannot be made in respect of all material non-adjusting events, where non-disclosure could influence the economic decisions of users taken on the basis of the financial statements.

1.37 Presentation currency

These annual financial statements are presented in South African Rand, which is the functional currency of the municipality.

1.38 Contruction contracts and receivables

Construction contract is a contract, or a similar binding arrangement, specifically negotiated for the construction of an asset or a combination of assets that are closely interrelated or interdependent in terms of their design, technology and function or their ultimate purpose or use.

Contractor is an entity that performs construction work pursuant to a construction contract.

A contractor is an entity that enters into a contract to build structures, construct facilities, produce goods, or render services to the specifications of another entity either itself or through the use of subcontractors. The term “contractor” thus includes a general or prime contractor, a subcontractor to a general contractor, or a construction manager.

1.39 Segment information

A segment is an activity of an entity:

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Accounting Policies

1.39 Segment information (continued)

- that generates economic benefits or service potential (including economic benefits or service potential relating to transactions between activities of the same entity);
- whose results are regularly reviewed by management to make decisions about resources to be allocated to that activity and in assessing its performance; and
- for which separate financial information is available.

Reportable segments are the actual segments which are reported on in the segment report. They are the segments identified above or alternatively an aggregation of two or more of those segments where the aggregation criteria are met.

Segmental information was based and identified on the MFMA S71 monthly budget statement/reports that are reviewed by senior management and council to make strategic decisions and in monitoring segment performance. The disclosure of information about segments in these reports is organised around the type of service delivered, in a standardised format, namely the C2 schedule.

The municipality manages its assets and liability as a whole and is not reviewed on a segregated basis for each town. Segment reporting per geographical area is not deemed relevant.

Measurement

The amount of each segment item reported is the measure reported to management for the purposes of making decisions about allocating resources to the segment and assessing its performance. Adjustments and eliminations made in preparing the entity's financial statements and allocations of revenues and expenses are included in determining reported segment surplus or deficit only if they are included in the measure of the segment's surplus or deficit that is used by management. Similarly, only those assets and liabilities that are included in the measures of the segment's assets and segment's liabilities that are used by management are reported for that segment. If amounts are allocated to reported segment surplus or deficit, assets or liabilities, those amounts are allocated on a reasonable basis.

If management uses only one measure of a segment's surplus or deficit, the segment's assets or the segment's liabilities in assessing segment performance and deciding how to allocate resources, segment surplus or deficit, assets and liabilities are reported in terms of that measure. If management uses more than one measure of a segment's surplus or deficit, the segment's assets or the segment's liabilities, the reported measures are those that management believes are determined in accordance with the measurement principles most consistent with those used in measuring the corresponding amounts in the entity's financial statements.

1.40 Offsetting

Financial assets and liabilities are offset and the net amount reported on the Statement of financial position only when there is a legally enforceable right to set off the recognised amount, and there is an intention to settle on a net basis, or to realise the asset and settle the liability simultaneously.

1.41 Current year comparatives

When the presentation or classification of items in the annual financial statements is amended, prior period comparative amounts are also reclassified and restated, unless such comparative reclassification and / or restatement is not required by a Standard of GRAP. The nature and reason for such reclassifications and restatements are also disclosed.

Where material accounting errors, which relate to prior periods, have been identified in the current year, the correction is made retrospectively as far as is practicable and the prior year comparatives are restated accordingly. Where there has been a change in accounting policy in the current year, the adjustment is made retrospectively as far as is practicable and the prior year comparatives are restated accordingly.

The presentation and classification of items in the current year is consistent with prior periods.

1.42 Cash and cash equivalents

Cash includes cash on hand (including petty cash) and cash with banks (including call deposits). Cash equivalents are short-term highly liquid investments, readily convertible into known amounts of cash and are subject to an insignificant risk of change in value. Cash and cash equivalents are carried at amortised cost. Bank overdrafts are recorded based on the facility utilised. Finance charges on bank overdraft are expensed as incurred. Amounts owing in respect of bank overdrafts are carried at amortised cost.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Accounting Policies

1.42 Cash and cash equivalents (continued)

For the purposes of the cash flow statement, cash and cash equivalents comprise cash on hand, deposits held on call with banks, net of bank overdrafts.

1.43 Housing arrangements

The Accounting Standards Board issued the guideline on Accounting for Arrangements Undertaken in terms of the National Housing Programme.

Where the municipality acts as a project manager in a housing arrangement, it is regarded as an agent in terms of the principles of GRAP 109 - Accounting by Principals and Agents.

Where the municipality is regarded as an agent, costs related to the construction of top structures and the related recovery thereof (revenue) is not be recognised in the Statement of financial performance of the municipality.

Where the municipality is identified as a project developer, the construction of the houses is performed by the municipality or by the appointment of a sub-contractor to undertake the construction on the municipality's behalf. The municipality applies the GRAP 11, Construction Contracts to account for these construction activities.

Where the municipality is regarded as the project developer and if the outcome of the construction contract can be estimated reliably, then contract revenue is recognised in profit or loss in proportion to the stage of completion of the contract. The stage of completion is assessed with reference to surveys of work performed. Otherwise, contract revenue is recognised only to the extent of contract costs incurred that are likely to be recoverable. Contract revenue will be in the form of a grant from the Department of Human settlements and presented and disclosed under transfers and subsidies in the Statement of financial performance.

Contract costs are recognised as an expense in the period in which they are incurred. When it is probable that total contract costs will exceed total contract revenue, the expected loss is recognised as an expense immediately.

Contract revenue shall comprise: (a) the initial amount of revenue agreed in the contract; and (b) variations in contract work, claims and incentive payments to the extent that: (i) it is probable that they will result in revenue; and (ii) they are capable of being reliably measured.

Contract costs shall comprise: (a) costs that relate directly to the specific contract; (b) costs that are attributable to contract activity in general and can be allocated to the contract on a systematic and rational basis; and (c) such other costs as are specifically chargeable to the customer under the terms of the contract.

An expected deficit on a construction contract to which paragraph .49 applies shall be recognised as an expense immediately in accordance with paragraph .49.

1.44 Grants-in-aid

The municipality transfers money to individuals, organizations and other sectors of government from time to time. When making these transfers, the municipality does not:

- Receive any goods or services directly in return, as would be expected in a purchase or sale transaction;
- Expect to be repaid in future; or
- Expect a financial return, as would be expected from an investment.

These transfers are recognised in the annual financial statements as expenses in the period that the events giving rise to the transfer occurred.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Accounting Policies

1.45 Consumer deposits

The municipality recognises consumer deposits as a current liability when the municipality becomes a party to the contract i.e. when the deposit is made. The consumer deposit is recognised as a liability as the municipality has an obligation to pay the money back to the consumer once the consumer account is closed. As the timing of when a consumer will close their account is unknown, the consumer deposits are classified as a current liability.

Statutory receivables are receivables that arise from legislation, supporting regulations, or similar means, and require settlement by another entity in cash or another financial asset.

Carrying amount is the amount at which an asset is recognised in the statement of financial position.

The cost method is the method used to account for statutory receivables that requires such receivables to be measured at their transaction amount, plus any accrued interest or other charges (where applicable) and, less any accumulated impairment losses and any amounts derecognised.

Nominal interest rate is the interest rate and/or basis specified in legislation, supporting regulations or similar means.

The transaction amount (for purposes of this Standard) for a statutory receivable means the amount specified in, or calculated, levied or charged in accordance with, legislation, supporting regulations, or similar means.

1.46 Unspent conditional grants

Revenue received from conditional grants, donations and funding are recognised as revenue to the extent that the municipality has complied with any of the criteria, conditions or obligations embodied in the agreement. To the extent where the obligations have not been met, a liability is recognised.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

2. New standards and interpretations

2.1 Standards and interpretations not yet effective or relevant

The following standards and interpretations have been published and are mandatory for the municipality's accounting periods beginning on or after 01 July 2022 or later periods but are not relevant to its operations:

Standard/ Interpretation:	Effective date: Years beginning on or after	Expected impact:
• Guideline: Guideline on Accounting for Landfill Sites	No effective date as yet	Unlikely there will be a material impact
• GRAP 25 (as revised): Employee Benefits	No effective date as yet	Unlikely there will be a material impact
• iGRAP 7 (as revised): Limit on defined benefit asset, minimum funding requirements and their interaction	No effective date as yet	Unlikely there will be a material impact
• Guideline: Guideline on the Application of Materiality to Financial Statements	No effective date as yet	Unlikely there will be a material impact
• GRAP 104 (as revised): Financial Instruments	01 April 2025	Unlikely there will be a material impact
• iGRAP 21: The Effect of Past Decisions on Materiality	01 April 2023	Unlikely there will be a material impact
• GRAP 2020: Improvements to the standards of GRAP 2020	01 April 2023	Unlikely there will be a material impact
• GRAP 1 (amended): Presentation of Financial Statements	01 April 2023	Unlikely there will be a material impact

3. Cash and cash equivalents

3.1 Cash and cash equivalents

Cash and cash equivalents consist of the following:

Call deposits and investments		
Deposit taking institutions	41,771,848	-
Cash at bank		
Bank account	96,091,642	111,635,751
Cash on hand	14,220	14,020
Total cash and cash equivalents	**137,877,710**	**111,649,771**
The municipality had the following accounts:		
FNB - Primary (62869253684)	94,086,615	115,438,007
FNB - Lamotte Trust (62869255169)	2,591,239	2,047,087
FNB - Charitable (62869253733)	136,678	61,508
Nedbank - Primary (1152271679)	-	3,244,449
	96,814,532	**120,791,051**
Reconciling the bank accounts to the cash book		
Bank statement balance at end of the year	94,086,615	120,791,051
Net movement/reconciling items	(4,066,485)	(8,908,442)
Cash book balance at the end of the year	**90,020,130**	**111,882,609**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
4. Short term investments		
Short term investments	305,522,446	222,433,620
FNB Investments		
Deposits	-	145,000,000
Interest accrueed	-	2,526,575
Withdrawals	-	(147,526,575)
	-	**-**
Nedbank Investments		
Opening balance	162,000,471	123,143,835
Deposits	179,061,482	160,000,000
Interest accrued	7,413,957	4,968,252
Withdrawals	(164,691,923)	(126,111,616)
	183,783,987	**162,000,471**
Standard Bank Investments		
Opening balance	60,433,150	82,082,191
Deposits	80,938,518	60,000,000
Interest Accrued	6,639,615	2,848,493
Withdrawals	(66,884,331)	(84,497,534)
	81,126,952	**60,433,150**
ABSA Investments		
Opening balance	-	101,411,315
Deposits	40,000,000	-
Interest Accrued	611,507	1,887,863
Withdrawals	-	(103,299,178)
	40,611,507	**-**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

		2022 R	2021 R
5. Receivables from exchange transactions			
Consumer receivables from exchange transactions	5.1		
Electricity		108,881,514	99,346,530
Waste management		7,580,904	6,065,834
Waste water management		8,133,394	7,998,075
Water		42,986,897	37,773,204
Service charges		1,582,321	1,310,597
		169,165,030	**152,494,240**
Other consumer receivables from exchange transactions	5.2		
Property rental debtors		728,555	625,332
Total receivables from exchange transactions		**169,893,585**	**153,119,572**

The amount disclosed in this note is net of impairment. Refer to note 5.1 & 5.2 for the amount before the provision (gross) and the actual value of the provision.

5.1 Consumer receivables

The average credit period for consumer receivables is 30 days. No interest is charged on trade receivables for the first 30 days from the date of the invoice. Thereafter interest is charged at the prime rate per annum on the outstanding balance. The municipality strictly enforces its approved credit control policy to ensure the recovery of consumer receivables.

The management of the municipality is of the opinion that the carrying value of consumer receivables approximate their fair values.

The fair value of consumer receivables was determined after considering the standard terms and conditions of agreements entered into between the municipality and consumer receivables as well as the current payment ratio's of the municipality's consumer receivables.

Controlling entity

	2022			2021		
	Gross	Impairment	Total	Gross	Impairment	Total
Consumer receivables from exchange transactions						
Electricity	123,618,935	(14,737,421)	108,881,514	111,396,846	(12,050,316)	99,346,530
Waste management	36,940,022	(29,359,118)	7,580,904	29,438,988	(23,373,154)	6,065,834
Waste water management	32,279,437	(24,146,043)	8,133,394	27,761,268	(19,763,193)	7,998,075
Water	139,361,334	(96,374,437)	42,986,897	113,248,589	(75,475,385)	37,773,204
Service charges	12,794,236	(11,211,915)	1,582,321	10,730,784	(9,420,187)	1,310,597
Total consumer receivables from exchange transactions	**344,993,964**	**(175,828,934)**	**169,165,030**	**292,576,475**	**(140,082,235)**	**152,494,240**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

5. Receivables from exchange transactions (continued)

5.1.1 Ageing of consumer receivables

2022

		Not due	Past due				
	Total	Current (0-30 days)	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Consumer receivables from exchange transactions							
Total by debt type							
Electricity	123,618,935	107,748,522	659,891	453,287	338,488	2,798,640	11,620,107
Waste management	36,940,022	6,631,198	806,034	658,205	575,212	4,261,991	24,007,382
Waste water management	32,279,437	7,397,227	595,674	499,521	411,083	3,125,904	20,250,028
Water	139,361,334	40,145,591	3,101,438	2,684,633	2,373,921	13,409,500	77,646,251
Service charges	12,794,236	1,177,046	194,392	252,773	226,778	1,332,251	9,610,996
Total by debt type	**344,993,964**	**163,099,584**	**5,357,429**	**4,548,419**	**3,925,482**	**24,928,286**	**143,134,764**

2021

		Not due	Past due				
	Total	Current (0-30 days)	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Consumer receivables from exchange transactions							
Total by debt type							
Electricity	111,396,846	96,546,123	1,541,793	804,361	552,836	2,547,764	9,403,969
Waste management	29,438,988	5,257,377	535,613	518,311	447,509	3,652,986	19,027,192
Waste water management	27,761,268	7,186,588	695,256	442,960	352,916	2,438,957	16,644,591
Water	113,248,589	34,421,743	3,251,097	3,944,316	1,477,577	8,593,591	61,560,265
Service charges	10,730,784	1,052,914	185,125	194,673	173,477	578,286	8,546,309
Total by debt type	**292,576,475**	**144,464,745**	**6,208,884**	**5,904,621**	**3,004,315**	**17,811,584**	**115,182,326**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

5. Receivables from exchange transactions (continued)

5.1.2 Consumer debt past due not impaired

2022

	Total	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Consumer receivables from exchange transactions						
Electricity	923,357	259,272	143,054	101,332	299,065	120,634
Waste management	864,334	171,560	127,226	72,121	214,828	278,599
Waste water management	717,677	138,044	110,113	53,936	154,594	260,990
Water	2,765,713	483,499	400,052	242,384	759,529	880,249
Service charges	348,388	45,742	36,432	32,846	151,306	82,062
Total consumer receivables	**5,619,469**	**1,098,117**	**816,877**	**502,619**	**1,579,322**	**1,622,534**

2021

	Total	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Consumer receivables from exchange transactions						
Electricity	2,392,783	719,794	368,808	204,050	513,805	586,326
Waste management	808,455	110,571	93,428	58,096	360,866	185,494
Waste water management	811,484	249,884	86,985	48,480	218,222	207,913
Water	3,351,459	642,367	626,599	199,557	629,623	1,253,313
Service charges	265,467	49,029	36,180	24,947	88,823	66,488
Total consumer receivables	**7,629,648**	**1,771,645**	**1,212,000**	**535,130**	**1,811,339**	**2,299,534**

The Council regards receivables from exchange transactions to be due for outstanding amounts more than 30 days to be past due.

The water and electricity accrual is in respect of consumption between the last meter reading date and the reporting date, an accrual is made based on the average monthly consumption of consumers. The estimate of the consumption are being recorded as revenue without being invoiced.

5.2 Other receivables from exchange transactions

	2022			2021		
	Gross	Impairment	Total	Gross	Impairment	Total
Property rental debtors	29,191,965	(28,463,410)	728,555	27,656,248	(27,030,916)	625,332

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

5. Receivables from exchange transactions (continued)

5.2.1 Ageing of other receivables from exchange transactions

2022

		Not due	Past due				
	Total	Current (0 - 30 days)	31 - 60 days	61 - 90 days	91 - 120 days	120 - 365 days	365+ days
Property rental debtors	29,191,965	983,999	214,238	352,169	165,527	1,111,659	26,364,373

2021

		Not due	Past due				
	Total	Current (0 - 30 days)	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Property rental debtors	27,656,248	472,726	197,196	854,090	98,753	1,059,856	24,973,627

5.2.2 Other receivables from exchange transactions past due not impaired

2022

	Past due					
	Total	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Property rental debtors	261,644	36,051	88,450	20,761	47,011	69,371

2021

	Past due					
	Total	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Property rental debtors	534,735	26,914	345,640	10,005	57,183	94,993

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

5. Receivables from exchange transactions (continued)

The impairment provision calculation is claculated by assessing each indivudual debtor and assessing the probability of future payment using a formula considering historical trends in relation to the individual debtors payment history.

Reconciliation of allowance for impairment

Balance at the beginning of the year	(167,113,151)	(151,403,282)
Contributions to the allowance	(37,179,193)	(15,709,869)
	(204,292,344)	**(167,113,151)**

Government debt as at 30 June 2022	Rates	Services	Interest	Sundry	Total
Nat. dept of Public Works	135,040	919,892	6,145	15,418	1,076,495
Prov. dept of Transport and Public Works	117,379	25,485	8,757	11,250	162,871
Western Cape Education department	906	1,619,815	1,281	128	1,622,130
Department of Health	-	532,340	242	204	532,786
Dept of local government and housing	8,163	21,836	2,932	3,277	36,208
Other government departments	236	168,359	84	1,016	169,695
	261,724	**3,287,727**	**19,441**	**31,293**	**3,600,185**

Government debt as at 30 June 2021	Rates	Services	Interest	Sundry	Total
Nat. dept of Public Works	1,482,296	4,718,701	188,584	46,095	6,435,676
Prov. dept of Transport and Public Works	112,101	55,720	7,704	7,038	182,563
Western Cape Education department	3,622	1,798,893	5,714	688	1,808,917
Department of Health	-	856,445	-	-	856,445
Dept of local government and housing	5,367	10,227	1,009	1,777	18,380
Other government departments	86	18,525	704	1,031	20,346
	1,603,472	**7,458,511**	**203,715**	**56,629**	**9,322,327**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

		2022 R	2021 R
6. Receivables from non-exchange transactions			
Consumer receivables	6.1		
Property rates		17,745,120	18,020,365
Other receivables			
Accrued income		18,645,756	14,582,189
Fines		30,785,166	24,853,408
		49,430,922	**39,435,597**
Total receivables		**67,176,042**	**57,455,962**

6.1 Receivables from non-exchange transactions

	2022			2021		
	Gross	Impairment	Total	Gross	Impairment	Total
Consumer receivables						
Property rates	49,872,415	(32,127,295)	17,745,120	47,577,986	(29,557,621)	18,020,365
Other receivables						
Accrued income	18,645,756	-	18,645,756	14,582,189	-	14,582,189
Fines	186,301,512	(155,516,346)	30,785,166	164,743,737	(139,890,329)	24,853,408
	204,947,268	**(155,516,346)**	**49,430,922**	**179,325,926**	**(139,890,329)**	**39,435,597**
Total	**254,819,683**	**(187,643,641)**	**67,176,042**	**226,903,912**	**(169,447,950)**	**57,455,962**

AUDITOR-GENERAL SOUTH AFRICA
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Notes to the Annual Financial Statements

6. Receivables from non-exchange transactions (continued)

6.1.1 Ageing of receivables from non-exchange transactions

2022

		Not due	Past due				
	Total	Current (0-30 days)	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Consumer receivables							
Property rates	49,872,415	20,164,932	913,466	773,029	616,688	6,230,126	21,174,174
Other receivables							
Accrued income	18,645,756	13,361,240	-	-	-	-	5,284,516
Fines	186,301,512	28,255,472	10,048,047	11,206,219	7,544,529	40,192,188	89,055,057
	204,947,268	**41,616,712**	**10,048,047**	**11,206,219**	**7,544,529**	**40,192,188**	**94,339,573**
	254,819,683	**61,781,644**	**10,961,513**	**11,979,248**	**8,161,217**	**46,422,314**	**115,513,747**

2021

		Not due	Past due				
	Total	Current (0-30 days)	31 - 60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Consumer receivables							
Property rates	47,577,986	19,940,732	1,134,967	924,388	766,305	6,731,852	18,079,742
Other receivables							
Accrued income	14,582,189	6,544,920	-	-	-	-	8,037,269
Fines	164,743,737	6,697,697	10,048,047	11,206,219	7,544,529	40,192,188	89,055,057
	179,325,926	**13,242,617**	**10,048,047**	**11,206,219**	**7,544,529**	**40,192,188**	**97,092,326**
	226,903,912	**33,183,349**	**11,183,014**	**12,130,607**	**8,310,834**	**46,924,040**	**115,172,068**

Statutory receivables included in receivables from non-exchange transactions above are as follows:							
Property rates						17,745,120	18,020,365

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
6. Receivables from non-exchange transactions (continued)		
Fines	29,068,732	24,853,408
	46,813,852	**42,873,773**
Financial asset receivables included in receivables from non-exchange transactions above		
Acrrued Income	18,645,756	14,582,189
Reconciliation of allowance for impairment		
Balance at beginning of the year	(173,186,777)	(153,351,847)
Contributions to allowance	(14,456,864)	(19,834,930)
	(187,643,641)	**(173,186,777)**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

6. Receivables from non-exchange transactions (continued)

6.1.2 Ageing of impaired receivables from non-exchange transactions past due not impaired

2022

		Past due				
	Total	31-60 days	61 - 90 days	91 - 120 days	121 - 365 days	365+ days
Consumer receivables						
Property rates	1,911,656	373,269	259,228	170,442	573,671	535,046
Other receivables						
Fines	94,827,622	6,028,828	6,723,731	4,526,717	24,115,312	53,433,034
	96,739,278	**6,402,097**	**6,982,959**	**4,697,159**	**24,688,983**	**53,968,080**

2021

		Past due				
	Total	31 - 60 days	61 - 90 days	91 - 120 days	121- 365 days	365+ days
Consumer receivables						
Property rates	2,562,526	503,863	355,952	257,628	1,057,954	387,129
Other receivables						
Fines	158,046,040	10,048,047	11,206,219	7,544,529	40,192,188	89,055,057
	160,608,566	**10,551,910**	**11,562,171**	**7,802,157**	**41,250,142**	**89,442,186**

Statutory receivables general information

Transaction(s) arising from statute

Property rates related transactions arise in terms of the Municpal Property Rates Act, 6 of 2004, Municipal Finance Management Act, 56 of 2003, as well as the Property Rates Policy of the municipality approved by Council as part of the Budget Process.

Traffic fines arise from the National Road Traffic Act 93 of 1996, National Road Traffic Regulations 2000, National Land Transport Act 5 of 2009 and Criminal Procedure Act 51 of 1971. Prosecutor performs prosecutorial functions in terms of a general delegation awarded by the National Prosecuting Authority and is subject to the control of the Control Prosecutor at the Magistrate's Court in Stellenbosch.

VAT transactions arise from the Value Added Tax Act 89 of 1991. VAT is an indirect tax on the consumption of goods and services in the economy. VAT is levied on all goods and services subject to certain exemptions, exceptions, deductions and adjustments provided for in the Value Added Tax Act 89 of 1991.

Determination of transaction amount

Property rates transaction amounts are determined in line with the Annual Tariff List of the municipality approved by Council as part of the Budget Process in terms of the Municipal Finance Management Act, 56 of 2003.

The municipality makes use of estimates to determine the amount of revenue that it is entitled to collect. Where settlement discounts or reductions in the amount payable are offered, the municipality considers past history in assessing the likelihood of
these discounts or reductions being taken up by receivables.

VAT transactions amounts are determined in line with the Value Added Tax Act 89 of 1991. VAT increased from 14% to 15% from 1 April 2018.

Interest or other charges levied/charged

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

6. Receivables from non-exchange transactions (continued)

Interest or other charges levied on Property rates balances are in line with the Annual Tariff List of the municipality approved by
Council as part of the Budget Process in terms of the Municipal Finance Management Act, 56 of 2003. "Interest" means a charge levied, on all arear accounts calculated at an interest rate which is one percent higher than the prime interest rate.

Traffic fines: Additional charges includes contempt of court fees / warrant of arrest fee determined in terms of the Criminal Procedure Act.

The rates and interest charges are determined by the Value Added Tax Act 89 of 1991.

Basis used to assess and test whether a statutory receivable is impaired

The basis used to assess Property Rates receivables is to look at the extent to which debtors on an individual basis defaulted on payments already due and an assessment of their ability to make payments based on their historical collection trend.

The basis used to assess Traffic fine receivables is to look at the extent to which debtors per group of fines (Municipal fines, Provincial fines) defaulted on payments already due and an assessment of their ability to make payments based on their historical collection trend.

No impairment on VAT Receivable, balance expected to be fully recoverable

Discount rate applied to the estimated future cash flows

Interest is calculated using the nominal interest rate as stipulated in the municipal by-laws (Prime plus 1%). This rate is also considered an appropriate discount rate.

Main events and circumstances that led to the recognition or reversal of impairment losses on statutory receivables

Significant impairment losses recognised or reversed

Property Rates: Impairment Recognised: The national lockdown and ongoing global pandemic relating to covid-19 resulted in many employers and employees not being able to generate sufficient income to pay their municipal accounts for April to June 2021.

Traffic Fines: Impairment Recognised: Annually the outstanding receivables are assessed in terms of the value of fines issued
in comparison to the receipts generated from such fines. The remaining balance is considered recoverable based on this payment percentage.

7. Inventories

Consumables	799,798	576,732
Materials and supplies	2,918,628	27,059,728
Water	1,889,813	1,906,891
Housing stock	9,275,000	9,625,000
Land	14,146,828	14,146,828
Total Inventories	**29,030,067**	**53,315,179**

R 44,872,633 (2021: R 34,628,654) of total inventory was recognised as an expense in the current year.

The amount of write-down of inventories recognised as an expense and a reduction in inventory carrying value is R 115,859 (2021: R 18,583). The circumstances relating to the write down is as a result of stock adjustments and shortages on general stock items as reported and approved accordingly.

No inventories were pledged as securities.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R
8. Other receivables from exchange transactions		
Deposits	1,776,546	1,696,095
Other receivable	3,572,756	4,001,784
Construction contracts and receivables	-	2,645,278
Special rating area	503,304	527,683
Prepayments and advances	17,384,728	17,414,990
Total	**23,237,334**	**26,285,830**
9. VAT		
VAT Receivable	18,651,433	19,509,741

The municipality is registered for VAT on the payment/ cash basis.

VAT meets the definition of a statutory receivable as per the accounting policy. For statutory receivable information regarding VAT refer to note 6.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R
10. Investment property			
10.1 Reconciliation of carrying value			
Opening carrying value			
Cost		424,977,732	424,977,732
Accumulated depreciation and impairment losses		(12,833,836)	(12,463,315)
		412,143,896	**412,514,417**
Depreciation	38	(251,884)	(370,520)
Closing carrying value		**411,892,012**	**412,143,897**
Cost		424,977,732	424,977,732
Accumulated depreciation and impairment losses		(13,085,720)	(12,833,835)
		411,892,012	**412,143,897**

A register containing the information required by section 63 of the Municipal Finance Management Act is available for inspection at the registered office of the municipality.

Maintenance of investment property

There were no repairs and maintenance expensed on rental properties. This is mainly due to the fact that rental agreements as entered into with the lessee states maintenance of these properties will be for the lessee's expense.

Amounts recognised in surplus or deficit

Rental revenue from Investment property	12,172,870	14,129,066

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

11. Property, plant and equipment

	2022			2021		
	Cost / Valuation	Accumulated depreciation and accumulated impairment	Carrying value	Cost / Valuation	Accumulated depreciation and accumulated impairment	Carrying value
Land	484,012,398	(27,052,477)	456,959,921	484,712,397	(27,052,477)	457,659,920
Transport Assets	176,795,075	(76,954,342)	99,840,733	173,445,218	(68,246,467)	105,198,751
Electrical Infrastructure	1,445,743,911	(453,699,182)	992,044,729	1,357,820,348	(419,052,862)	938,767,486
Water Supply Infrastructure	1,845,786,156	(468,314,257)	1,377,471,899	1,823,006,810	(417,972,145)	1,405,034,665
Sanitation Infrastructure	1,283,712,546	(232,294,932)	1,051,417,614	1,216,251,520	(198,460,258)	1,017,791,262
Solid Waste Infrastructure	66,824,336	(14,629,744)	52,194,592	63,001,077	(12,824,144)	50,176,933
Other Infrastructure	27,553,251	-	27,553,251	1,470,153	-	1,470,153
Machinery and Equipment	101,543,549	(62,570,563)	38,972,986	99,703,488	(56,227,733)	43,475,755
Furniture and Office Equipment	53,301,680	(37,076,357)	16,225,323	48,296,143	(32,855,468)	15,440,675
Computer Equipment	74,068,664	(46,282,884)	27,785,780	64,935,995	(40,021,009)	24,914,986
Information and Communication Infrastructure	4,504,233	(3,090,765)	1,413,468	3,913,013	(2,706,320)	1,206,693
Capital restoration asset	35,090,800	(27,633,546)	7,457,254	32,247,384	(26,781,289)	5,466,095
Roads Infrastructure	1,315,899,047	(480,095,818)	835,803,229	1,244,613,326	(432,767,240)	811,846,086
Storm water Infrastructure	83,610,258	(47,628,015)	35,982,243	83,596,758	(46,595,246)	37,001,512
Community Assets	152,836,189	(23,059,183)	129,777,006	111,917,545	(18,677,472)	93,240,073
Other Assets	513,153,957	(101,065,773)	412,088,184	508,157,353	(90,549,631)	417,607,722
Total	**7,664,436,050**	**(2,101,447,838)**	**5,562,988,212**	**7,317,088,528**	**(1,890,789,761)**	**5,426,298,767**

	2022			2021		
	Cost /Valuation	Accumulated depreciation and impairment	Carrying value	Cost /Valuation	Accumulated depreciation and impairment	Carrying value
Operational Buildings	337,311,592	(66,126,414)	271,185,178	337,311,592	(57,735,699)	279,926,780
Housing selling schemes	175,842,367	(34,939,359)	140,903,007	170,852,835	(32,821,005)	137,680,942
	513,153,959	(101,065,773)	412,088,186	508,164,427	(90,556,704)	417,607,722

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

11. Property, plant and equipment (continued)

Reconciliation of property, plant and equipment - 2022

	Opening balance	Additions	Disposals	Transfers	Other changes, movements	Depreciation	Impairment loss	Total
Land	457,659,920	-	(700,000)	-	-	-	-	456,959,921
Transport Assets	105,198,751	4,599,800	(518,208)	-	-	(9,439,607)	-	99,840,733
Electrical Infrastructure	938,767,486	75,859,178	-	12,064,387	-	(34,505,810)	-	992,044,729
Water Infrastructure	1,405,034,665	22,647,755	-	131,592	-	(47,479,877)	(2,722,872)	1,377,471,899
Sanitation Infrastructure	1,017,791,262	67,461,028	-	-	-	(33,558,870)	-	1,051,417,614
Solid Waste Infrastructure	50,176,933	3,823,259	-	-	-	(1,805,600)	-	52,194,592
Other infrastructure	1,470,153	26,083,098	-	-	-	-	-	27,553,251
Machinery and Equipment	43,475,755	1,879,170	(4,821)	-	-	(6,377,116)	-	38,972,986
Furniture and Office Equipment	15,440,675	5,084,702	(5,075)	-	-	(4,294,977)	-	16,225,323
Computer Equipment	24,914,986	9,627,956	(61,635)	-	-	(6,695,531)	-	27,785,780
Information and Communication Infrastructure	1,206,693	591,271	(52)	-	-	(384,444)	-	1,413,468
Capital restoration asset	5,466,095	-	-	-	2,843,415	(852,256)	-	7,457,254
Roads Infrastructure	811,846,086	71,285,719	-	-	-	(46,728,007)	-	835,803,229
Storm water Infrastructure	37,001,512	13,500	-	-	-	(618,060)	-	35,982,243
Community Assets	93,240,073	40,918,647	-	-	-	(4,381,707)	-	129,777,006
Other Assets	417,607,722	5,539,306	(476,888)	-	-	(10,581,954)	-	412,088,184
	5,426,298,767	**335,414,389**	**(1,766,679)**	**12,195,979**	**2,843,415**	**(207,703,816)**	**(2,722,872)**	**5,562,988,212**

The following split is applicable to the line item Other Assets

2022	Opening balance	Additions	Disposals	Transfers	Other changes,movements	Depreciation	Total
Operational Buildings	279,926,780					(8,741,602)	271,185,178
Housing selling schemes	137,680,942	5,539,306	(476,888)			(1,840,352)	140,903,007
	417,607,722	5,539,306	(476,888)	-	-	(10,581,954)	412,088,186

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

11. Property, plant and equipment (continued)

Reconciliation of property, plant and equipment - 2021

	Opening balance	Additions	Disposals	Transfers	Other changes, movements	Depreciation	Total
Land	456,793,087	866,833	-	-	-	-	457,659,920
Transport Assets	96,535,618	20,239,686	(622,224)	-	-	(10,954,329)	105,198,751
Electrical Infrastructure	915,797,851	40,548,312	(25,558)	6,406,695	6,653,470	(30,613,284)	938,767,486
Water Supply Infrastructure	1,387,175,770	51,833,111	-	(23,828)	13,294,577	(47,244,965)	1,405,034,665
Sanitation Infrastructure	917,772,030	108,550,003	-	-	20,089,921	(28,620,692)	1,017,791,262
Solid Waste Infrastructure	41,221,568	10,236,697	-	-	-	(1,281,332)	50,176,933
Other Infrastructure	87,528,766	-	-	-	(86,058,613)	-	1,470,153
Machinery and Equipment	46,284,450	5,890,858	(63,394)	-	-	(8,636,159)	43,475,755
Furniture and Office Equipment	14,143,813	5,695,912	(68,212)	-	-	(4,330,838)	15,440,675
Computer Equipment	24,474,828	9,833,143	(17,795)	-	-	(9,375,190)	24,914,986
Information and Communication Infrastructure	1,649,785	17,441	(2,075)	-	-	(458,458)	1,206,693
Capital restoration asset	6,596,509	-	-	-	3,915,214	(5,045,628)	5,466,095
Roads Infrastructure	772,530,242	62,506,406	-	-	25,315,067	(48,505,629)	811,846,086
Storm water Infrastructure	16,755,046	426,722	-	-	20,694,203	(874,459)	37,001,512
Community Assets	88,145,346	8,777,392	-	-	-	(3,682,665)	93,240,073
Other Assets	362,478,853	65,423,269	-	-	-	(10,294,400)	417,607,722
	5,235,883,562	**390,845,785**	**(799,258)**	**6,382,867**	**3,903,839**	**(209,918,028)**	**5,426,298,767**

We draw to the users attention the classification as detailed below which constitutes a prior period error as this sub note did not form part of the prior year financial statements:

The following split is applicable to the line item Other Assets

2021	Opening balance	Additions	Disposals	Transfers	Other changes,movements	Depreciation	Total
Operational Buildings	222,984,177	65,423,269				(8,480,666)	279,926,780
Housing selling schemes	139,494,676					(1,813,734)	137,680,942
	362,478,853	65,423,269	-			(10,294,400)	417,607,722

AUDITOR-GENERAL SOUTH AFRICA
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Notes to the Annual Financial Statements

	2022 R	2021 R

11. Property, plant and equipment (continued)

11.1 Property, plant and equipment under construction

Work in Progress

The following assets were still in the process of being constructed at year end:		
Transport assets	1,572,668	-
Intangible assets	1,526,450	-
Electrical infrastructure	92,235,577	150,839,441
Water supply infrastructure	91,556,079	127,673,232
Sanitation Infrastructure	225,513,259	198,212,518
Solid waste infrastructure	6,283,479	6,395,953
Machinery and equipment	164,532	164,532
Computer equipment	120,584	120,584
Roads infrastructure	50,488,543	60,818,043
Stormwater infrastructure	3,090,648	3,077,147
Community assets	20,720,143	14,704,183
Other Assets	21,415,215	30,084,334
Furniture and office equipment	814	-
Other Infrastructure	27,553,251	1,470,153
	542,241,242	**593,560,120**

There were no projects that were significantly delayed during the current financial year. Significant delays are regarded as projects which has not seen any progress for a period exceeding 12 months.

11.2 Property, plant and equipment pledged as security

There were no items of property,plant and equipment that was pledged as security during the current financial year.

11.3 Maintenance of property, plant and equipment

11.3.1 Expenditure incurred to repair and maintain property, plant and equipment

Property, plant and equipment	64,350,486	83,549,815

A register containing the information required by section 63 of the Municipal Finance Management Act is available for inspection at the registered office of the municipality.

12. Intangible assets

12.1 Reconciliation of carrying value

2022

		Computer software	Total
Opening carrying value as at 01 July 2021			
Cost		11,775,807	11,775,807
Accumulated depreciation and impairment		(3,212,261)	(3,212,261)
		8,563,546	**8,563,546**
Amortisation	38	(1,496,422)	(1,496,422)
Closing carrying value as at 30 June 2022		**7,067,124**	**7,067,124**
Cost		11,775,807	11,775,807
Accumulated amortisation and impairment		(4,708,683)	(4,708,683)
		7,067,124	**7,067,124**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

		2022 R	2021 R

12. Intangible assets (continued)

2021

		Computer software	Total
Opening carrying value as at 01 July 2020			
Cost		9,694,174	9,694,174
Accumulated depreciation and impairment		964,655	964,655
		10,658,829	**10,658,829**
Amortisation	38	(2,095,283)	(2,095,283)
Closing carrying value as at 30 June 2021		**8,563,546**	**8,563,546**
Cost		9,694,174	9,694,174
Accumulated amortisation and impairment		(1,130,628)	(1,130,628)
		8,563,546	**8,563,546**

Pledged as security

There were no items of intangible assets that were pledged as security in the current financial year.

Restricted title

There were no items of intangible assets that that a restricted title in the current financial year.

13. Biological assets that form part of agricultural activity

13.1 Reconciliation of carrying value

	2022		2021	
	Biological assets measured at fair value	Total	Biological assets measured at fair value	Total
Opening carrying value	5,142,777	5,142,777	6,321,448	6,321,448
Additions from acquisitions	-	-	-	-
Disposals through sales	-	-	(1,178,671)	(1,178,671)
Gains / Losses on disposals	-	-	-	-
Harvests	-	-	-	-
	5,142,777	**5,142,777**	**5,142,777**	**5,142,777**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

13. Biological assets that form part of agricultural activity (continued)

2022 - Nature and quantities of each biological asset	Opening Balance	Decrease due to harvest	Fair value movement	Total
Botmanskop Plantation	293,463	-	-	293,463
Paradyskloof Plantation	4,849,313	-	-	4,849,313
	5,142,776	**-**	**-**	**5,142,776**

2021 - Nature and quantities of each biological asset	Opening Balance	Decrease due to harvest	Fair value movement	Total
Botmanskop plantation	293,463	-	-	293,463
Paradyskloof Plantation	4,849,313	-	-	4,849,313
	5,142,776	**-**	**-**	**5,142,776**

The determination of fair value was as follows:

Principle:

Price determination was done on the basis of current sale value of the tender for the current year i.e. R602.10/m3 excluding 15% VAT . This value was given to all trees as the estimated yield takes into consideration the age of the trees. The harvestable age starts from 20 years old where the minimum estimated yield would be 100m3/ha.

It must also be noted that this yield is based on optimum growing conditions and the existing microclimates, and thus the yield
might vary per compartment. Refer to the Forestry Handbook p204 which can be obtained at the municipal offices.

Description of the Biological Assets

Botmanskop plantation (Block E)

Some compartments remain which can be harvested at a later stage due to the age of the trees.

Paradyskloof plantation (Block G)

Some compartments remain which can be harvested at a later stage due to the age of the trees.

Strategy to mitigate risks

The strategy to mitigate risks attached to this category of assets is to prevent the spread of runaway veld fires by maintaining fire breaks.

Pledged as security

There were no items of biological assets pleadged as security in the current financial year.

Non-Financial Information

Quantities of each biological asset (In hectors)		
Botmanskop Plantation	10	10
Paradyskloof Plantation	32	32
	42	**42**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

14. Heritage assets

14.1 Reconciliation of carrying value

2022

	Monuments and parks	Other assets	Total
Opening carrying value as at 01 July 2021			
Cost	892,883	143,945	1,036,828
Accumulated impairment losses	-	-	-
	892,883	**143,945**	**1,036,828**
Cost	892,883	143,945	1,036,828
Accumulated impairment losses	-	-	-
	892,883	**143,945**	**1,036,828**

2021

	Monuments and parks	Other assets	Total
Opening carrying value as at 01 July 2020			
Cost	630,057	143,945	774,002
Accumulated impairment losses	-	-	-
	630,057	**143,945**	**774,002**
Additions from transfer of functions / mergers	262,826	-	262,826
Closing carrying value as at 30 June 2021	**892,883**	**143,945**	**1,036,828**
Cost	892,883	143,945	1,036,828
Accumulated impairment losses	-	-	-
	892,883	**143,945**	**1,036,828**

14.2 Heritage assets pledged as security

There were no heritage assets pledged as security during the current financial year.

Heritage assets used for more than one purpose

A significant portion of the following heritage assets are used for office accomodation and is therfore included in the balance of
property, plant and equipment:

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R
14. Heritage assets (continued)			
The following heritage assets are used by the municipality for more than one purpose			
Neethlingshuis and De Withuis		62,697,588	63,055,327
58 - 60 Andringa Street		1,868,632	1,878,733
35B Mark Street		3,130,455	3,139,647
127 Dorp Street, Transvalia, Alma & Bosmanshuis flats		12,649,326	12,680,135
116 - 118 Dorp Street, Voorgelegen - offices		5,537,263	5,557,466
4 Reservoir West, Mooiwater		2,064,905	2,072,986
34 Mark Street, Rynse Komplex; Toy Museum, Tourism		8,149,326	8,180,136
PMU Building, Alexander Street, Burger Huis		1,564,611	1,571,176
Merriman, Bergzicht Training Centre, Oude Libertas Theatre & Restaurant		61,846,119	62,038,650
Die Laan, Landbou Saal		4,336,326	4,343,145
		163,844,551	**164,517,401**

Expenditure incurred to repair and maintain heritage assets

The expenditure relating to repairs and maintenance of these buildings is included in the statement of financial performance and disclosed under note 10 to the financial statements.

There was no repairs and maintenance expenditure incurred on other remaining heritage assets.

15. Long-term receivables

Consumer receivables	5.1		
Electricity		1,183,521	1,058,716
Waste management		1,067,766	980,189
Waste water management		846,283	803,737
Water		3,519,805	3,171,941
Services charges		1,327,555	1,158,526
Property rates		738,862	588,429
Total		**8,683,792**	**7,761,538**
Transferred to current receivables		(2,034,864)	-
Total non-current consumer receivables		**6,648,928**	**7,761,538**
Other receivables			
Public organisation		119,134	161,010
Transferred to current receivables	8	(47,431)	(41,876)
Total non-current other receivables		**71,703**	**119,134**

16. Consumer deposits

Electricity	12,025,674	11,347,036
Posters	290,106	290,106
Refuse	205,629	222,841
Rental properties	1,747,191	1,511,544
Water	7,387,820	6,671,492
Wayleave	498,413	964,813
Total	**22,154,833**	**21,007,832**

Deposits are released on termination of the contract or when the contractual services are delivered.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R
17. Employee benefits			
Non-current employee benefits			
Post employment health care benefits	17.1	179,494,000	177,057,000
Long-service awards benefits	17.2	24,606,717	23,387,000
		204,100,717	**200,444,000**
Current employee benefits			
Post employment health care benefits	17.1	9,664,001	8,663,000
Long-service awards benefits	17.2	4,433,446	3,483,278
Bonus	17.3	13,928,763	13,782,725
Staff leave	17.4	32,724,653	30,542,344
		60,750,863	**56,471,347**
Total employee benefits		**264,851,580**	**256,915,347**

17.1 Post employment health care benefits

The municipality provides certain post-retirement health care benefits by funding the medical aid contributions of qualifying retired members of the municipality. According to the rules of the Medical Aid Funds, with which the municipality is associated, a member (who is on the current Conditions of Service) is entitled to remain a continued member of such medical aid fund on retirement, in which case the municipality is liable for a certain portion of the medical aid membership fee. The municipality operates an unfunded defined benefit plan for these qualifying employees. The plan is treated as a defined benefit plan under GRAP 25. No other post-retirement benefits are provided to these employees.

The most recent actuarial valuations of plan assets and the present value of the defined benefit obligation were carried out at 30 June 2022 by C Weiss of the Actuarial Society of South Africa. The present value of the defined benefit obligation, and the related current service cost and past service cost, were measured using the Projected Unit Credit Method.

The members of the Post-employment Health Care Benefit Plan are made up as follows:

	Number	Number
In-service members (Employees)	673	679
Continuation members (Retirees)	472	171
In service employees (Non-members)	175	461
Total members	**1,320**	**1,311**

The liability in respect of past service has been estimated as follow:

In-service members (Employees)	69,788,001	67,805,000
In-service non-members (Employees)	8,309,000	7,922,000
Continuation members (Retirees)	111,061,000	109,993,000
Total liability	**189,158,001**	**185,720,000**
Non-current	179,494,000	177,057,000
Current	9,664,001	8,663,000
Total liability	**189,158,001**	**185,720,000**

The Future-service cost for the ensuing year is estimated to be R 5,820,000 whereas the Interest Cost is estimated to be R 21,656,000.

The principal assumptions used for the purposes of the actuarial valuations were as follow:

Rates of interest

Discount rate	11.74%	9.91 %
Health care cost inflation rate	8.37%	6.68%
Net effective discount rate	3.11%	3.03 %

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R

17. Employee benefits (continued)

Normal retirement age

The average retirement age for all active employees was assumed to be 62 years.

Amounts recognised in the statement of financial position

The amounts recognised in the statement of financial position is as follows:

Present value of unfunded obligations		189,158,001	185,720,000

Amounts recognised in the statement of financial performance

The amounts recognised in the statement of financial performance is as follows:

Current service cost		5,572,000	5,238,000
Interest cost		17,958,000	16,840,000
Actuarial loss/ (gain) recognised in the year		(10,615,342)	3,664,167
Total post-retirement benefit included in employee related costs	35	**12,914,658**	**25,742,167**

Movements in the present value of the defined benefit obligation

Opening balance	185,720,000	169,099,000
Current service cost	5,572,000	5,238,000
Interest cost	17,958,000	16,840,000
Actual employer benefit payments	(9,476,658)	(9,121,167)
Actuarial loss/ (gain) recognised in the year	(10,615,341)	3,664,167
Present value of fund obligation at the end of the year	**189,158,001**	**185,720,000**

Amounts for the current and previous four periods are as follows:

Present value of unfunded defined benefit	
2022	- 189,158,000
2021	- 185,720,000
2020	- 169,099,000
2019	- 187,508,063
2018	- 198,749,139
2017	- 201,981,959

Sensitivity analysis on the Accrued Liability (R Millions)

Assumption	Change	In-service	Continuation	Total	% change
Central assumptions		78.097	111.061	189.158	
Health care inflation	1%	94.259	121.608	215.867	14%
	-1%	65.292	101.904	167.196	(12)%
Discount rate	1%	65.736	102.235	167.971	(11)%
	-1%	93.871	121.365	215.236	14%
Post retirement mortality	1 yr	76.023	107.228	183.251	(3)%
	(1)	80	114	195	3
Average retirement age	- 1 year	84.950	111.061	196.011	4%
Continuation of membership at retirement	(10)%	68.405	111.061	179.466	(5)%

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

17. Employee benefits (continued)

Sensitivity analysis on Current-service and Interest Costs

Assumption	Change	Current-service cost	Interest cost	Total	% Change
Central assumptions		5,572,000	17,958,000	23,530,000	
Health care inflation	1%	6,925,000	20,626,000	27,551,000	17%
	(1)%	4,530,000	15,774,000	20,304,000	-14%
Discount rate	1%	4,607,000	17,448,000	22,055,000	(6)%
	(1)%	6,831,000	18,491,000	25,322,000	8%
Post-retirement mortality	+1 yr	5,426,000	17,384,000	22,810,000	-3%
	-1 yr	5,718,000	18,532,000	24,250,000	3%
Average retirement age	-1 yr	5,917,000	18,621,000	24,538,000	4%
Membership continuation	-10%	4,904,000	17,031,000	21,935,000	-7%

Mortality Rates

Post retirement: PA (90) ultimate Mortality table was used.
Pre-retirement: The SA 85-90 ultimate table adjusted for female lives, was used.

Continuation of Membership

With the appointment of ARCH Actuarial Consulting for the year ending 30 June 2022.

17.2 Long-service awards benefits

Provision for long-service awards	17.2.1	29,040,163	26,870,278
Less: Transfer to current portion		(4,433,446)	(3,483,278)
Total non-current benefit		**24,606,717**	**23,387,000**
Non-current		24,606,717	23,387,000
Current		4,433,446	3,483,278
Total liability		**29,040,163**	**26,870,278**

Long-service awards

The municipality operates a funded defined benefit plan for all its employees. Under the plan, a Long Service Award is payable after 10 years of continuous service and every 5 years thereafter to employees. The provision is an estimate of the long-service based on historical staff turnover. No other long-service benefits are provided to employees.

The most recent actuarial valuations of plan assets and the present value of the defined benefit obligation were carried out at 30 June 2022 by Arch consulting. The present value of the defined benefit obligation, and the related current service cost and past service cost, were measured using the Projected Unit Credit Method.

At year end 1145 (2021: 1140) employees were eligible for Long Services Awards.

The principal assumptions used for the purposes of the actuarial valuations were as follow:

Discount rate	11.12%	9.35 %
General Salary inflation	7.3%	5.81 %
Net effective discount rate	3.56%	3.35 %

GRAP 25 defines the determination of the Discount Rate Assumption to be used as follow:

The discount rate that reflects the time value of money is best approximated by reference to market yields at the reporting date on government bonds. Where there is no deep market in government bonds with a sufficiently long maturity to match the estimated maturity of all the benefit payments, an entity uses current market rates of the appropriate term to discount shorter term payments, and estimates the discount rate for longer maturities by extrapolating current market rates along the yield curve.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

		2022 R	2021 R
17. Employee benefits (continued)			
Amounts recognised in the statement of financial position			
The amounts recognised in the statement of financial position are as follow:			
Present value of unfunded obligations		29,040,163	26,870,278
Amounts recognised in the statement of financial performance			
The amounts recognised in the statement of financial performance are as follow:			
Current service cost		2,183,000	2,093,000
Interest cost		2,408,000	1,864,000
Actuarial losses / (gains) recognised		(1,161,853)	297,861
Total expense included in employee related costs	35	**3,429,147**	**4,254,861**
17.2.1 Provision for long service awards			
Movements in the present value of the defined benefit obligation			
Opening Balance		26,870,278	26,522,000
Increases		2,183,000	5,752,139
Increases (Passage of Time/Discounted Rate)		4,985,147	1,864,000
Reductions (Payments, remeasurement etc.)		(4,998,262)	(7,267,861)
Closing balance		**29,040,163**	**26,870,278**
17.2.2 Long-service awards payable			
17.3 Bonus			
Provision for bonus	17.3.1	13,928,763	13,782,725
Less: Transfer to current portion		(13,928,763)	(13,782,725)
Total non-current benefit		**-**	**-**
Current		13,928,763	13,782,725
Amounts recognised in the statement of financial position			
The amounts recognised in the statement of financial position are as follow:			
Present value of unfunded obligations		13,928,763	13,782,725
Amounts recognised in the statement of financial performance			
The amounts recognised in the statement of financial performance are as follow:			
17.3.1 Provision for bonus			
Movements in the present value of the defined benefit obligation			
Opening Balance		13,782,725	13,044,083
Increases		13,928,763	13,782,725
Reversals		(13,782,725)	(13,044,083)
Closing balance		**13,928,763**	**13,782,725**
17.4 Staff leave			
Provision for staff leave	17.4.1	32,724,653	30,542,344

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
17. Employee benefits (continued)		
Less: Transfer to current portion	(32,724,653)	(30,542,344)
Total non-current benefit	-	-
Current	32,724,653	30,542,344

Amounts recognised in the statement of financial position

The amounts recognised in the statement of financial position are as follow:

Present value of unfunded obligations	32,724,653	30,542,344

17.4.1 Provision for staff leave

Movements in the present value of the defined benefit obligation		
Opening Balance	30,542,342	30,056,889
Increases	5,754,363	3,019,913
Reductions (Payments, remeasurement etc.)	(3,572,052)	(2,534,458)
Closing balance	**32,724,653**	**30,542,344**

18. Lease liabilities

18.1 Carrying value of lease liabilities

2022

	Amortised cost	Total
Carrying value as at 30 June 2022		
Operating lease liability	2,118,022	2,118,022

2021

	Amortised cost	Total
Carrying value as at 30 June 2021		
Operating lease liability	3,739,474	3,739,474

Leasing arrangements

The municipality as a lessee

Operating Leases relate to Property, Plant and Equipment with lease terms not longer than 5 years, with an option to extend for a further period. All operating lease contracts contain market review clauses in the event that the municipality exercises its option to renew. The municipality does not have an option to purchase the leased asset at the expiry of the lease period.

Amounts Payable under Operating Leases

At the reporting date, the municipality had outstanding commitments under non-cancellable Operating Leases for Property, Plant and Equipment, which fall due as follows:

18.2 Operating lease payable

Total future minimum lease payments		
Within 1 year	2,118,022	3,739,474
Present value of minimum lease payments		
Within 1 year	2,118,022	3,739,474
Current liability	2,118,022	3,739,474

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

18. Lease liabilities (continued)

The amounts recognised in the statement of financial performance is contained within note 44 to the financial statements.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

19. Borrowings

Annuity loans from the Development Bank of South Africa have settlement periods of 14 to 15 years with fixed interest varying
from 9.25% to 11.10% per annum.

Annuity loans from Nedbank Limited have settlement periods of 10 years with fixed interest rates varying from 9.7% to 8.8% per annum..

Annuity loan from Standard Bank have a settlement period of 10 years with fixed interest rate of 11% has been entered into during the 2021/22 financial year.

Total borrowings		
Annuity and Bullet Loans	478,736,492	368,957,019
Less: Current portion transferred to current liabilities		
Annuity and Bullet Loans	(51,902,261)	(34,223,894)
Non-current borrowings	**426,834,231**	**334,733,125**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R
20. Trade and other trade and other payables			
Bulk purchases	20.1	63,264,302	58,289,097
Contractors	20.2	36,189,637	31,966,620
Control accounts	20.3	2,689,790	3,775,583
Other payables	20.4	165,684,000	200,972,053
Total		**267,827,729**	**295,003,353**
20.1 Bulk purchases			
Bulk water		361,253	3,544,931
Bulk electricity		62,903,049	54,744,166
Total		**63,264,302**	**58,289,097**
20.2 Contractors			
Retentions		36,189,637	31,966,620
20.3 Control accounts			
Group life control		899,696	2,423,664
Licensing and registration		(3,022,422)	(3,364,692)
Salary Control		4,812,516	4,716,611
Total		**2,689,790**	**3,775,583**
20.4 Other payables			
Auditor-General of South Africa		16,507	98,041
Payables and accruals		112,382,367	145,128,051
Unallocated deposits		28,026,906	31,954,288
Advance payments		25,258,220	23,791,673
Total		**165,684,000**	**200,972,053**

Payables are being paid within 30 days as prescribed by the MFMA. This credit period granted is considered to be consistent with the terms used in the public sector, through established practices and legislation. Discounting of trade and other payables on initial recognition is not deemed necessary.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

21. Trade and other payables from non-exchange transactions – Unspent transfers and subsidies

		2022				2021			
		Opening balance	Funds received	Funds utilised	Closing balance	Opening balance	Funds received	Funds utilised	Closing balance
Capital									
Monetary allocations	21.1	8,389,528	93,656,409	(85,490,269)	16,555,668	978,281	76,531,525	(71,339,187)	6,170,619
Operational									
Monetary allocations	21.2	7,030,947	197,088,782	(189,272,174)	14,847,555	7,884,382	194,864,880	(193,416,265)	9,332,997
Total		**15,420,475**	**290,745,191**	**(274,762,443)**	**31,403,223**	**8,862,663**	**271,396,405**	**(264,755,452)**	**15,503,616**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

21. Trade and other payables from non-exchange transactions – Unspent transfers and subsidies (continued)

21.1 Capital monetary allocations

	2022				2021			
	Opening balance	Funds received	Funds utilised	Closing balance	Opening balance	Funds received	Funds utilised	Closing balance
Departmental agencies and accounts								
National departmental agencies	307,361	-	(307,361)	-	307,361	-	-	307,361
National government								
Integrated National Electrification Programme Gran	-	23,400,000	(13,757,664)	9,642,336	-	12,000,000	(12,000,000)	-
Intergrated Urban Development Grant	-	53,093,950	(53,093,950)	-	-	46,905,999	(46,905,999)	-
Total	**-**	**76,493,950**	**(66,851,614)**	**9,642,336**	**-**	**58,905,999**	**(58,905,999)**	**-**
Private enterprises								
Other transfers private enterprises	1,162,743	-	(808,050)	354,693	437,835	808,050	-	1,245,885
Provincial government								
Western Cape	6,919,424	17,162,459	(17,523,244)	6,558,639	233,085	16,817,476	(12,433,188)	4,617,373
Total capital monetary allocations	**8,389,528**	**93,656,409**	**(85,490,269)**	**16,555,668**	**978,281**	**76,531,525**	**(71,339,187)**	**6,170,619**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

21. Trade and other payables from non-exchange transactions – Unspent transfers and subsidies (continued)

21.2 Operational monetary allocations

	2022				2021			
	Opening balance	Funds received	Funds utilised	Closing balance	Opening balance	Funds received	Funds utilised	Closing balance
Departmental agencies and accounts								
National departmental agencies	-	-	-	-	-	138,960	(138,960)	-
District municipalities								
Western Cape	146,959	984,000	(500,000)	630,959	2,030,541	540,000	(2,423,582)	146,959
National government								
Expanded Public Works Programme Integrated Grant	-	5,998,000	(5,998,000)	-	-	4,961,000	(4,961,000)	-
Local Government Financial Management Grant	-	1,550,000	(1,550,000)	-	-	1,550,000	(1,550,000)	-
Equitable Share	-	157,136,000	(157,136,000)	-	-	170,632,000	(170,632,000)	-
Integrated Urban Development Grant	-	3,847,050	(3,847,050)	-	-	-	-	-
Total	**-**	**168,531,050**	**(168,531,050)**	**-**	**-**	**177,143,000**	**(177,143,000)**	**-**
Non-profit institutions								
National Research Foundation	102,000	-	-	102,000	102,000	-	-	102,000
Private enterprises								
Other transfers private enterprises	4,719,413	656,235	(40,913)	5,334,735	3,152,969	1,617,540	(51,097)	4,719,412
Provincial government								
Western Cape	1,842,472	26,899,025	(20,200,211)	8,541,286	2,378,769	13,616,000	(11,850,246)	4,144,523
Public corporations								
Other transfers public corporations	220,103	18,472	-	238,575	220,103	1,809,380	(1,809,380)	220,103
Total operational monetary allocations	**7,030,947**	**197,088,782**	**(189,272,174)**	**14,847,555**	**7,884,382**	**194,864,880**	**(193,416,265)**	**9,332,997**

AUDITOR-GENERAL SOUTH AFRICA
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		2022 R	2021 R

21. Trade and other payables from non-exchange transactions – Unspent transfers and subsidies (continued)

The nature and extent of government grants recognised in the annual financial statements and an indication of other forms of government assistance from which the municipality has directly benefited and unfulfilled conditions and other contingencies attaching to government assistance that has been recognised.

These amounts are invested in a ring-fenced investment until utilised.

22. Provisions

Landfill sites	22.1	160,533,093	141,497,317
Non-current		160,533,093	141,497,317

22.1 Landfill sites

Opening Balance	141,497,318	121,305,978
Increases	9,130,963	10,790,126
Increases (Passage of Time/Discounted Rate)	9,904,812	9,401,213
Closing balance	**160,533,093**	**141,497,317**

Landfill site provision

The municipality has a present obligation to rehabilitate the landfill site which stems from licensing agreements 16/2/7/G203/D16/Z1/P331) issued in terms of the Environmental Conservation Act, 1989 (Act 73 of 1989)

In terms of the licensing of the landfill refuse sites, the municipality will incur licensing and rehabilitation costs of R160 533 093 (2021: 141 497 317) to restore the site at the end of its useful life.

The unwinding of the provision for landfill site for the current year was R9 904 8123 (2021: R9 401 213) was included in the finance cost in the statement of financial performance.

No expenditure was incurred for the year under review.

Cells 1 and 2 have reached full capacity and must be rehabilitated. The expected future cash outflows for cells 1 and 2 is July 2024 and June 2026. Cell 3 has come into use at the end of 30 June 2013 financial year and is the current landfill site in use. The expected future cash outflows is between July 2046 and July 2048 for cell 3.

The provision has been determined based on an independent valuation performed by a firm of consulting engineers as at 30 June 2022

Key cost parametres:

- Estimated post closure rehabilitation time 3 years
- Inflation rate 7.4% (2021: 5%)
- Discount rate 7.5% (2021: 7%)

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

23. Property rates

Agricultural property	18,490,474	16,871,168
Business and commercial properties	166,626,428	174,169,626
Other categories	3,952,269	2,788,387
Public benefit organisations	24,424	22,289
Public service infrastructure properties	9,290,588	86,959
Residential properties	216,061,713	193,118,248
Total	**414,445,896**	**387,056,677**

Assessment Rates are levied on the value of land and improvements, which valuation is performed every four years. Interim valuations are processed on an annual basis to consider any changes in individual property values, due to amendments. The current Valuation Roll came into effect on 01 July 2021. With reference to Section 78 of the Local Government: Municipal Property Rates Act, No. 6,2004, four reviews have been finalised and two supplementary valuations have been performed during the financial year and implemented accordingly.

The following assessment rates were charged for the period ending June 2022:

Residential Property – R 0.004481

Business and Commercial Property – R 0.009410

Agricultural Property – R 0.001120

Public Service Purposes – R 0.009410

Public Service Infrastructure – R 0.001120

Public Benefit Organization – R 0.001120

Vacant Residential – R 0.008962

Vacant other – R 0.017924

Property Rates are levied monthly on property owners' accounts and are payable the 7th of each month. Property owners may request to pay their Rates annually, which amount will be levied in July and must be paid by the 7th of October annually. Interest on outstanding accounts for Property Rates is levied as per Council's Credit Control and Debt Collection Policy.

Relief Measures

The relief measures on property rates are generally described in paragraph 8 of the approved Property Rates Policy of the Municipality. This includes the specific under mentioned relief measures:

Rebate and gross monthly household income for Qualifying senior citizens and Disabled persons:

Gross monthly household income %

Up to R8 000 - 100%
From R8 001 to R 10 000 - 75%
From R10 001 to R12 000 - 50%
From R12 001 to R15 000 - 25%

Municipal valuation threshold value

On qualifying residential properties, property owners will receive a rebate up to a maximum value of R250 000, which amount includes a value of R15 000 as per Section 17(1)(h) of the Local Government: Municipal Property Rates Act, No. 6, 2004, and an additional value of R235 000 reduction granted as per paragraph 8.2.1(ii) of the approved Property Rates Policy.

Paragraph 8.2.1 (ii) is only applicable on properties with valuations up to R5 000 000.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality
Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R

23. Property rates (continued)

Stellenbosch special rebate

A rebate of 20% may be granted as per paragrapgh 8.6 of the approved Rates policy of the municipality.

Other rebates

Rebates have also been granted to qualifying non-profit organizations and to organizations who qualified for any other rebate as defined in the Property Rates Policy. Any other exclusions or exemptions have been granted in accordance with the Local Government: Municipal Property Rates Act, No. 6, 2004.

24. Transfers and subsidies - Revenue

Operational			
Monetary allocations	24.1	196,208,355	194,789,868
Capital			
Allocations in-kind	24.2	50,000	140,541
Monetary allocations	24.3	92,802,169	69,846,818
Total transfers and subsidies: Capital		**92,852,169**	**69,987,359**
Total		**289,060,524**	**264,777,227**

24.1 Monetary allocations: Operational

Departmental agencies and accounts	-	138,960
District municipalities	500,000	2,423,582
National governments	11,395,051	7,935,700
National revenue fund	157,135,999	170,632,000
Provincial government	27,177,305	11,850,246
Public corporations	-	1,809,380
Total	**196,208,355**	**194,789,868**

24.2 Allocations in-kind: Capital

Private enterprises	50,000	-
Public corporations	-	140,541
Total	**50,000**	**140,541**

24.3 Monetary allocations: Capital

Departmental agencies and accounts	307,361	-
National government	66,851,614	57,481,299
Provincial governments	25,643,194	12,365,519
Total	**92,802,169**	**69,846,818**

Included in above are the following grants and subsidies received:		
Conditional grants received	131,924,525	94,004,686
Unconditional grants received	157,135,999	170,772,541
	289,060,524	**264,777,227**

Grant revenue is recognised when all the conditions of the grant has been met.

25. Fines, penalties and forfeits

Fines	25.1	122,933,462	108,942,664

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R
25. Fines, penalties and forfeits (continued)			
25.1 Fines			
Traffic fines			
Municipal fines		122,762,554	108,807,761
Other fines			
Building fines		23,478	34,609
Law enforcement		31,865	38,650
Overdue books		40,372	10,069
Pound fees		75,193	51,575
		170,908	**134,903**
Total		**122,933,462**	**108,942,664**
26. Interest earned from receivables			
Exchange receivables	26.1	10,428,555	8,667,388
Non-exchange receivables	26.2	2,430,082	1,970,109
Total		**12,858,637**	**10,637,497**
26.1 Interest earned from exchange receivables			
Consumer receivables			
Electricity		1,484,989	1,144,532
Service charges		684,532	553,337
Waste management		1,584,304	1,231,260
Waste water management		1,400,356	1,162,343
Water		5,274,374	4,575,916
		10,428,555	**8,667,388**
26.2 Interest earned from non-exchange receivables			
Consumer receivables			
Property rates		2,430,082	1,970,109
27. Service charges			
Electricity			
Electricity sales		756,431,257	632,401,485
Waste management			
Waste management sales		84,651,895	73,150,291
Waste water management			
Waste water management sales		102,285,414	92,638,765
Water			
Water sales		146,829,883	134,425,800
Total service charges		**1,090,198,449**	**932,616,341**

The amounts disclosed above for service charges are in respect of services rendered which are billed to the consumers on a monthly basis according to approved tariffs.

28. Rental

Rental from fixed property		12,172,871	11,004,517

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
29. Interests on investments		
Bank accounts	2,318,032	2,564,988
Financial assets	15,296	21,956
Short-term investments and call accounts	16,437,013	16,928,417
Total	**18,770,341**	**19,515,361**
30. Licences or permits		
Exchange revenue	7,809,443	6,810,003
31. Agency services		
Provincial	3,019,961	3,248,206

The municipality collects lisence fees on behalf of the Provincial Government Western Cape and receives a 12% agency fee.

The municipality, as an agent, recognises only the portion of the revenue and expenses it receives or incurs in executing the transactions on behalf of the principal in accordance with the requirements of the relevant Standards of GRAP.

No resources are held by the municipality on behalf of the principle.

32. Operational revenue		
Administrative Handling Fees	296,143	324,644
Breakages and Losses Recovered	7,794	3,037
Collection Charges	2,599,387	1,811,699
Incidental Cash Surpluses	5,977	10,319
Inspection fees	3,658	15,683
Insurance Refund	970,346	-
Merchandising, Jobbing and Contracts	6,087,144	1,418,955
Recovery Maintenance	159,765	252,544
Request for information	106,127	69,323
Skills Development Levy Refund	807,097	578,140
Staff and Councillors Recoveries	7,718	333,149
Total	**11,051,156**	**4,817,493**
33. Sales of goods and rendering of services		
Application Fees for Land Usage	485,946	385,630
Building Plan Approval	8,561,312	4,394,866
Cemetery and Burial	999,722	1,015,875
Clearance Certificates	456,411	354,384
Construction Contract Revenue	287,846	-
Development Charges	30,472,217	13,657,931
Encroachment Fees	3,825,308	3,146,760
Entrance Fees	566,516	72,694
Fire Services	93,716	189,406
Legal Fees	147,140	-
Library Fees	1,573	283
Management Fees	-	7,570,000
Special rating area	7,523,406	7,427,468
Parking Fees	5,612,297	7,163,797
Photo copies, Faxes and Telephone charges	56,117	26,704
Removal of Restrictions	405,436	380,435
Sale of Goods	537,773	340,409
Total	**60,032,736**	**46,126,642**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

		2022 R	2021 R
34. Gain/(Loss) on disposal of fixed and intangible assets			
Gains/(losses) on disposals	34.1	(76,275)	8,948,654
34.1 Gains/(losses) on disposals			
Property, plant and equipment		(76,275)	9,385,448
Biological assets		-	(436,794)
Total		**(76,275)**	**8,948,654**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
35. Employee related cost		
Municipal staff	550,719,139	558,471,749
Senior Management Costs		
Basic Salary	7,272,858	7,411,482
Performance bonus	1,242,165	999,245
Contribution to pension fund, UIF, SDL	967,454	938,042
Car allowance	553,984	679,200
Cell phone allowance	133,000	136,800
Leave	345,326	-
Housing allowance	18,000	18,000
Acting allowance	5,461	-
	10,538,248	**10,182,769**
35.1 Municipal staff costs		
Basic salary	333,940,572	333,582,040
Service-related benefits	83,537,050	84,970,137
Allowances	14,216,037	14,744,815
Bargaining council	227,044	335,784
Group life insurance	5,804,754	4,250,399
Medical	25,564,279	25,057,853
Pension	52,554,036	54,563,638
Post-retirement benefit	16,796,167	35,097,473
Leave gratuity	5,754,363	2,969,330
Unemployment insurance	2,707,469	2,415,990
Total	**541,101,771**	**557,987,459**
35.2 Senior management costs		
Municipal Manager - G Mettler		
Basic salary	1,313,408	1,393,631
Performance bonus	263,283	264,072
Contribution to pension fund, UIF, SDL	337,255	344,165
Car allowance	150,604	120,000
Cellphone allowance	22,800	22,800
Leave	273,667	-
	2,361,017	**2,144,668**
Chief Financial Officer - K Carolus		
Basic salary	956,889	955,597
Performance bonus	204,782	205,722
Contribution to pension fund, UIF, SDL	234,604	226,333
Car allowance	241,563	240,000
Cellphone allowance	22,800	22,800
Housing allowance	18,000	18,000
	1,678,638	**1,668,452**
Director: Planning and Development - A Barnes		
Basic salary	1,152,374	1,140,632
Performance bonus	159,754	10,770
Contribution to pension fund, UIF, SDL	298,955	288,881
Cellphone allowance	22,800	22,800
	1,633,883	**1,463,083**
Director: Corporate Services - A de Beer		

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R
35. Employee related cost (continued)		
Basic salary	1,415,915	1,275,371
Performance bonus	204,782	152,744
Contribution to pension fund, UIF, SDL	33,817	25,055
Car allowance	-	139,200
Cellphone allowance	22,800	22,800
	1,677,314	**1,615,170**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
35. Employee related cost (continued)		
Director: Corporate and protection services - G Boshoff		
Basic salary	1,354,425	1,351,975
Performance bonus	204,782	161,051
Contribution to pension fund, UIF, SDL	35,808	27,954
Car allowance	61,323	60,000
Cellphone allowance	22,800	22,800
	1,679,138	**1,623,780**
Director: Infrastructure Services - D Louw		
Basic salary	1,079,847	1,294,276
Performance bonus	204,782	204,886
Contribution to pension fund, UIF, SDL	27,015	25,654
Car allowance	100,494	120,000
Cellphone allowance	19,000	22,800
Acting allowance	5,461	-
Leave	71,659	-
	1,508,258	**1,667,616**
36. Remuneration of councillors		
Executive mayor	921,503	930,878
Chief whip	679,629	705,819
Speaker	739,077	749,906
Deputy executive mayor	751,959	750,516
Executive committee	6,607,660	6,246,159
All other councillors	10,115,420	9,273,722
Total	**19,815,248**	**18,657,000**
Executive Mayor - G van Deventer		
Basic salary	698,553	663,015
Travel allowance	180,135	223,463
Cellphone allowance	39,342	40,800
Data card allowance	3,473	3,600
Pension fund contributions	-	7,373
	921,503	**938,251**
Deputy Executive Mayor - J Fasser (Incoming)		
Basic salary	451,541	-
Cellphone allowance	25,742	-
Data card allowance	2,271	-
	479,554	**-**
Deputy Executive Mayor - Jindela N (Outgoing)		
Basic salary	179,371	493,904
Travel allowance	59,589	178,769
Cellphone allowance	13,600	40,800
Data card allowance	1,200	3,600
Pension fund contributions	12,322	37,043
	266,082	**754,116**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
36. Remuneration of councillors (continued)		
Speaker - Q Smit (Incoming)		
Basic salary	346,541	-
Travel allowance	105,000	-
Cellphone allowance	25,742	-
Data card allowance	2,271	-
	479,554	**-**
Speaker - WC Petersen (Outgoing)		
Basic salary	185,689	513,057
Travel allowance	59,589	178,769
Cellphone allowance	13,600	40,800
Data card allowance	1,200	3,600
Pension fund contributions	-	17,280
Medical aid	5,760	-
	265,838	**753,506**
Chief Whip - P Crawley (Incoming)		
Basic salary	282,056	-
Travel allowance	97,974	-
Cellphone allowance	26,390	-
Data card allowance	2,328	-
Pension fund contributions	20,462	-
	429,210	**-**
Chief Whip - PW Biscombe (Outgoing)		
Basic salary	162,841	446,922
Travel allowance	55,865	167,597
Cellphone allowance	13,600	40,800
Data card allowance	1,200	3,600
Pension fund contributions	11,149	33,519
Medical aid benefits	5,760	17,280
	250,415	**709,718**
Executive committee		
Basic salary	5,209,887	4,084,705
Travel allowance	739,275	1,481,673
Cellphone allowance	376,914	361,210
Data card allowance	33,257	31,871
Pension fund contributions	200,806	222,091
Medical aid benefits	47,520	96,480
	6,607,659	**6,278,030**
All other councillors		
Basic salary	7,736,174	5,947,306
Travel allowance	742,534	2,126,055
Cellphone allowance	1,236,790	1,226,613
Data card allowance	109,185	108,231
Pension fund contributions	192,881	242,017
Medical aid benefits	97,854	115,200
	10,115,418	**9,765,422**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

		2022 R	2021 R
37. Bad debt written off			
Electricity		373,181	395,298
Refuse		426,880	1,542,651
Sewerage		424,045	1,542,328
Water		2,907,506	16,298,538
Housing rental		395,817	931,717
Rates		626,437	1,423,322
Traffic fines		79,831,030	86,648,070
		84,984,896	**108,781,924**
38. Depreciation and amortisation			
Amortisation			
Intangible assets	12.1	1,496,422	2,040,969
Depreciation			
Investment property	10.1	251,884	370,520
Property, plant and equipment	11	209,274,745	209,913,731
		209,526,629	**210,284,251**
Total		**211,023,051**	**212,325,220**
39. Finance cost			
Interest	39.1	44,332,364	38,556,682
39.1 Interest cost			
Financial liabilities			
• Annuity loans		34,510,711	28,233,435
Discounting of financial instruments	20	(922,251)	922,034
Interest costs non-current provisions	22	9,904,812	9,401,213
Transfers and subsidies payable	21	839,092	-
Total		**44,332,364**	**38,556,682**
40. Bulk Purchases			
Electricity: Eskom		528,011,715	422,734,759
Water		31,165,473	31,023,395
Total		**559,177,188**	**453,758,154**
41. Inventory consumed			
Consumables		23,808,085	15,297,825
Housing stock		345,000	1,925,000
Materials and supplies		20,467,346	17,091,000
Water		252,202	314,829
Total		**44,872,633**	**34,628,654**
42. Contracted services			
Consultants and professional services	42.1	27,628,960	35,550,505
Contractors	42.2	82,880,513	91,801,641
Outsourced services	42.3	97,722,975	100,351,468
Total		**208,232,448**	**227,703,614**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
42. Contracted services (continued)		
42.1 Consultants and professional services		
Business advisory services		
Audit committee	364,375	328,500
Business and financial management	3,074,693	7,290,983
Human resources	132,862	169,320
Occupational health and safety	-	8,031
Organisational	96,787	137,542
Project management	13,690,224	8,959,066
Research and advisory	2,226,504	138,543
Valuer and assessors	1,636,061	2,235,175
Total business advisory services	**21,221,506**	**19,267,160**
Laboratory services		
Water	1,065,759	1,702,239
Legal services		
Issue of summons	20,838	7,366
Legal advice and litigation	5,320,857	8,588,866
Total legal services	**5,341,695**	**8,596,232**
Engineering services		
Structural engineering	-	5,979,247
Infrastructure and planning services		
Architectural infrastructure and planning	-	5,627
Total consultants and professional services	**27,628,960**	**35,550,505**
42.2 Contractors		
General services		
Bore waterhole drilling	-	22,884
Catering services	115,010	141,453
Employee wellness	9,289	36,465
Forestry	4,671,452	3,072,253
Gardening services	460,381	16,657
Graphic designers	56,330	452,348
Interior decorator	26,524	-
Management of informal settlements	1,645,862	1,579,358
Medical services	19,652	9,154
Pest control and fumigation	73,119	91,260
Plants, flowers and other decorations	408,573	601,645
Preservation/Restoration/Dismantling/Cleaning services	566,917	744,649
Sewerage services	6,163,179	5,768,142
Stage and sound crew	51,800	83,590
Tracing agents and debt collectors	2,007,251	1,902,155
Transportation	3,505,361	5,791,689
Total general services	**19,780,700**	**20,313,702**
Maintenance services		
Maintenance of buildings and facilities	6,838,531	15,082,868
Maintenance of equipment	2,656,949	3,694,460
Maintenance of unspecified assets	46,929,414	44,857,438
Total maintenance service	**56,424,894**	**63,634,766**
Trading services		
Prepaid electricity vendors	6,674,919	7,853,173
Total contractor	**82,880,513**	**91,801,641**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
42. Contracted services (continued)		
42.3 Outsourced services		
Business and advisory services		
Project Management	1,389,847	1,360,409
Research and Advisory	516,145	786,094
Total business and advisory services	**1,905,992**	**2,146,503**
General services		
Animal Care	102,221	11,550
Catering Services	507,403	1,135,359
Cleaning Services	476,670	1,070,043
Clearing and Grass Cutting Services	2,662,480	3,309,738
Drivers Licence Cards	802,300	553,531
Internal Auditors	1,500	41,334
Litter Picking and Street Cleaning	4,293,304	2,984,107
Personnel and Labour	371,735	437,150
Professional Staff	592,528	678,856
Refuse Removal	47,196,621	43,648,687
Traffic Fines Management	8,424,289	8,087,356
Translators, Scribes and Editors	1,300	539
Transport Services	147,600	66,750
Total general services	**65,579,951**	**62,025,000**
Trading services		
Security Services	30,237,032	36,179,965
Total outsourced services	**97,722,975**	**100,351,468**
43. Transfers and subsidies - Expenditure		
Operational		
Monetary allocations	13,363,879	11,009,540

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
44. Operational Cost		
Achievements and Awards	12,439	3,739
Advertising, Publicity and Marketing	1,528,667	1,857,520
Assets less than the Capitalisation Threshold	415,926	238,995
Bank Charges, Facility and Card Fees	1,578,109	1,122,202
Bargaining Council	4,301,799	5,607,150
Bursaries (Employees)	514,009	875,830
Cleaning Services	2,276	4,482
Commission	2,419,679	2,701,608
Communication	10,571,338	9,243,166
Deeds	-	714
Drivers Licences and Permits	22,365	23,435
Entertainment	52,958	1,242,451
External Audit Fees	5,413,885	6,598,373
External Computer Service	24,478,474	20,501,778
Full Time Union Representative	55,940	122,344
Hire Charges	6,209,994	7,737,685
Honoraria (Voluntarily Workers)	35,500	27,500
Indigent Relief	6,134,237	5,667,667
Insurance Underwriting	6,393,368	5,854,429
Learnerships and Internships	141,346	-
Licences	1,641,313	1,633,590
Management Fee	9,778,480	12,033,015
Municipal Services	11,501,460	14,385,116
Office Decorations	36,983	40,329
Printing, Publications and Books	521,208	428,506
Professional Bodies, Membership and Subscription	186,468	115,269
Registration Fees	2,194,586	2,831,707
Resettlement Cost	26,043	12,514
Road Worthy Test	404	1,304
Samples and Specimens	1,167,422	1,074,305
Search Fees	46,790	46,268
Signage	1,800	-
Skills Development Fund Levy	4,684,477	3,919,807
Storage of Files (Archiving)	56,647	62,342
Supplier Development Programme	530,650	740,416
System Access and Information Fees	47,765	39,538
Travel and Subsistence	298,092	189,905
Uniform and Protective Clothing	7,957,561	2,793,150
Vehicle Tracking	663,982	558,638
Workmen's Compensation Fund	1,847,772	2,511,700
Total	**113,472,212**	**112,848,487**

The following principle agent arrangements were in place in relation to the expenditure as contained in note 44 to the annual financial statements:

Pay@ (Agent) provides the Municipality with payment service solutions on behalf of the Municipality. Pay@ pays over the monies generated from the payment services to the Municipality. The municipality recognises 100% of the money's collected as revenue from exchange transactions and the fee to be paid to Pay@ (as stipulated in the relevant service schedule or based on Pay@'s standard prevailing rates),is recognized as an expense.

EasyPay (Agent) is a payment platform used to collect municipal service payments from third parties. These payments are accepted by EasyPay on behalf of the Municipality (Principal), from third parties. A service charge is levied by EasyPay for collection of the payments. This fee is recognised as commisions paid.

SPS (Agent) collects parking tariffs from motorists on behalf of the Municipality. SPS pays over the tariffs collected to the Municipality, minus the service charge levied. The municipality recognises 100% of the tariff as revenue from exchange transactions and the service charges incurred to SPS is recognized as an expense.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

44. Operational Cost (continued)

Syntell (Agent) sells and collects money from the sale of prepaid electricity on behalf of the Municipality. SPS pays over the monies collected to the Municipality, minus the collection fee levied, determined at a rate specific in the Service Level Agreement. The municipality recognises 100% of the money's collected as revenue from exchange transactions and the collection fee paid to Syntell (which includes costs incurred on debit or credit card electricity sales and cash handling fees incurred),is recognized as an expense.

TMT (Agent) manages the collection of traffic fines (both legacy fines issue before 1 July 2017 and fines issued after this date), on behalf of the Municipality. TMT pays over the monies collected to the Municipality. The municipality recognises 100% of the money's collected as revenue from non - exchange transactions and the fee incurred to TMT is recognized as an expense.

These arrangements are subject to standard terms and conditions upon termination.

None of the municipalities assets are under the custodianship of the agents.

45. Operating leases

Furniture and Office Equipment	2,930,829	3,031,072
Investment Properties	10,368,396	10,209,872
Machinery and Equipment	1,691,309	1,639,998
Total	**14,990,534**	**14,880,942**

46. Contribution to Provision

Landfill site	6,287,548	6,874,912

47. Contribution to allowance for doubtful debt

Contribution to exchange transactions	33,515,674	14,150,861
Contribution to non-exchange transactions	18,195,690	19,834,930
	51,711,364	**33,985,791**

48. Inventories losses/write-down

Inventory	115,859	18,583

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
49. Net cash from/(used) operating activities		
Surplus (deficit) after capital transfers and contributions	116,455,966	(27,999,972)
Adjustments for:		
Depreciation and amortisation	211,023,051	212,325,220
Bad debts written off	84,984,896	108,781,924
(Gains) / Losses on disposal of assets	76,275	(9,385,448)
Impairment losses	2,722,872	-
Finance Cost	16,192,360	16,840,000
Increase / (Decrease) in provisions	2,843,415	20,191,339
Increase / (Decrease) employee benefit	7,936,233	(4,658,041)
Increase / (Decrease) operating Lease - Straight Lining	(1,621,452)	(1,218,870)
Other non-cash movements	(56,998)	-
Debtors Impairment	51,711,364	33,985,786
Fair value adjustment	-	1,358,828
Inventory losses	460,859	18,583
Ohter changes, movements in PPE	-	(10,298,080)
Other non cash movements in Assets	-	(140,541)
Rehabilitation provision capitalised	(2,843,415)	-
Grants received	(50,000)	-
Movement in working capital		
(Increase) / Decrease in receivables from non-exchange transactions	(108,373,237)	(93,878,246)
(Increase) / Decrease in inventory	23,824,253	10,740,556
(Increase) / Decrease in receivables from exchange transactions	(54,817,116)	(72,120,792)
(Increase) / Decrease in other receivables from exchange	3,048,496	744,891
(Increase) / Decrease in Long-term receivables	1,160,041	(2,440,799)
Increase / (Decrease) in unspent conditional grants and receipts trade and other payable non-exchange transactions	15,899,647	5,832,905
Increase / (Decrease) in VAT receivable	858,308	5,983,317
Increase / (Decrease) in consumer deposits	1,147,001	3,223,315
Increase / (Decrease) in payable from exchange	(27,175,623)	24,179,084
Net cash flows from operating activities	**345,407,196**	**222,064,959**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

50. Financial instruments disclosure

Categories of financial instruments

2022

Financial assets

	At amortised cost	Total
Cash and cash equivalents	137,877,710	137,877,710
Receivables from exchange	169,893,585	169,893,585
Other receivables from exchange	5,852,606	5,852,606
Receivables from non-exchange	18,645,756	18,645,756
Short term investments	305,522,446	305,522,446
Long term receivables	6,720,631	6,720,631
	644,512,734	**644,512,734**

Financial liabilities

	At amortised cost	Total
Consumer deposits	22,154,833	22,154,833
Borrowings	478,736,492	478,736,492
Trade and other payables from exchange transactions	241,129,880	241,129,880
	742,021,205	**742,021,205**

2021

Financial assets

	At amortised cost	Total
Cash and cash equivalents	111,649,771	111,649,771
Receivables from exchange transactions	153,119,571	153,119,571
Other receivables from exchange transactions	8,870,840	8,870,840
Receivables from non-exchange transactions	14,582,189	14,582,189
Short term investments	222,433,620	222,433,620
Long term receivables	7,880,673	7,880,673
	518,536,664	**518,536,664**

Financial liabilities

	At amortised cost	Total
Consumer deposits	21,007,832	21,007,832
Borrowings	368,957,019	368,957,019
Trade and other payables from exchange transactions	267,972,840	267,972,840
	657,937,691	**657,937,691**

We draw to your attention, the financial liabilities in the comparitive year contains an error. The effects of this error is represented as follows:

Borrowings		
Amount previously reported	-	334,733,125
Correction made	-	34,223,894
	-	**368,957,019**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

51. Risk management

Liquidity risk

Ultimate responsibility for liquidity risk management rests with the Council, which has built an appropriate liquidity risk management framework for the management of the municipality's short, medium and long-term funding and liquidity management requirements. The municipality manages liquidity risk by maintaining adequate reserves, banking facilities and reserve borrowing facilities, by continuously monitoring forecast and actual cash flows and matching the maturity profiles of financial assets and liabilities.

The table below analyses the municipality's financial liabilities into relevant maturity groupings based on the remaining period at the statement of financial position to the contractual maturity date. The amount disclosed in the table are the contractual undiscounted cash flows. Balances due within 12 months equal their carrying balances as the impact of discounting is not significant.

At 30 June 2022	Less than 1 year	Between 1 and 2 years	Between 2 and 5 years	Over 5 years
Consumer deposits	22,160,472	-	-	-
Borrowings	51,902,261	50,857,888	165,591,871	210,383,932
Payables from exchange transactions	241,129,880	-	-	-

At 30 June 2021	Less than 1 year	Between 1 and 2 years	Between 2 and 5 years	Over 5 years
Consumer deposits	21,007,822	-	-	-
Borrowings	34,223,894	37,636,221	132,581,088	164,515,816
Payables from exchange transactions	267,972,840	-	-	-

Risk from biological assets

The municipality is exposed to financial risks arising from changes in wood prices. The municipality does not anticipate that wood prices will decline significantly in the foreseeable future. The municipality has not entered into derivative contracts to manage the risk of a decline in wood prices. The municipality reviews its outlook for wood prices regularly in considering the need for active financial risk management.

Interest rate risk management

Interest Rate Risk is defined as the risk that the fair value or future cash flows associated with a financial instrument will fluctuate in amount as a result of market interest changes.

Potential concentrations of interest rate risk consist mainly of variable rate deposit investments, long-term receivables, consumer debtors, other debtors, bank and cash balances.

The municipality limits its counterparty exposures from its money market investment operations by only dealing with wellestablished financial institutions of high credit standing. No investment with a tenure exceeding twelve months shall be made without consultation with the councillor responsible for financial matters.

In the case of receivables whose accounts become in arrears, it is endeavoured to collect such accounts by "levying of penalty charges", "demand for payment", "restriction of services" and, as a last resort, "handed over for collection", whichever procedure is applicable in terms of Council's Credit Control and Debt Collection Policy.

Long-term receivables and other debtors are individually evaluated annually at the reporting date for impairment or discounting. A report on the various categories of receivables are drafted to substantiate such evaluation and subsequent impairment / discounting, where applicable.

The municipality is not exposed to interest rate risk as the municipality borrows funds at fixed interest rates.

The municipality's exposures to interest rates on Financial Assets and Financial Liabilities are detailed in the Credit Risk Management section of this note.

Interest Rate Sensitivity Analysis

The municipality had no variable rate long-term financial instruments at year-end requiring an Interest Rate Sensitivity Analysis.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

51. Risk management (continued)

Credit risk

Credit risk refers to the risk that a counterparty will default on its contractual obligations resulting in financial loss to the municipality. The municipality has a sound credit control and debt collection policy and obtains sufficient collateral, where appropriate, as a means of mitigating the risk of financial loss from defaults. The municipality uses other publicly available financial information and its own trading records to assess its major customers. The municipality's exposure of its counterparties are monitored regularly.

Potential concentrations of credit rate risk consist mainly of long-term receivables, consumer debtors, other debtors, bank and cash balances.

The municipality limits its counterparty exposures from its investment operations (financial assets that are neither past due nor impaired) by only dealing with well-established financial institutions of high credit standing. The credit exposure to any single counterparty is managed by setting transaction / exposure limits, which are included in the municipality's Investment Policy. These limits are reviewed annually by the Chief Financial Officer and authorised by the Council.

Receivables from exchange transactions comprise of a large number of ratepayers, dispersed across different industries and
geographical areas within the jurisdiction of the municipality. Ongoing credit evaluations are performed on the financial condition of these receivables. Receivables from exchange transactions are presented net of the allowance for impairment.

Receivables from non-exchange transactions comprise of a large number of ratepayers, dispersed across different industries and geographical areas within the jurisdiction of the municipality. Ongoing credit evaluations are performed on the financial condition of these receivables. Receivables from exchange transactions are presented net of the allowance for impairment.

The municipality establishes an allowance for impairment that represents its estimate of anticipated losses in respect of receivables. Receivables are provided for based on estimated irrecoverable amounts, determined by reference to a non payment rate.

In the case of debtors whose accounts become in arrears, it is endeavoured to collect such accounts by "levying of penalty charges", "demand for payment", "restriction of services" and, as a last resort, "handed over for collection", whichever procedure is applicable in terms of Council's Credit Control and Debt Collection Policy.

Long-term Receivables and Other Debtors are individually evaluated annually at reporting date for impairment or discounting. A report on the various categories of debtors is drafted to substantiate such evaluation and subsequent impairment / discounting, where applicable.

Payment to accounts of consumer debtors who are unable to pay, are renegotiated as an ongoing customer relationship in response to an adverse change in the circumstances of the customer.

The municipality does not have any significant credit risk exposure to any single counterparty or any group of counterparties having similar characteristics. The municipality defines counterparties as having similar characteristics if they are related entities. The credit risk on liquid funds is limited because the counterparties are banks with high credit-ratings.

There is no collateral held for security in respect of consumer debtors.

The impact of the Covid-19 pandemic was taken into account with the allowance for impairment calculation of consumer debtors.

The maximum credit and interest risk exposure in respect of the relevant financial instruments is as follows:	2022	2021
Cash and cash equivalents	137,877,710	111,649,771
Short term investments	305,522,446	222,433,620
Receivables from exchange transactions	169,893,585	153,119,571
Other receivables from exchange transactions	5,852,606	8,870,840
Receivables from non-exchange transactions	18,645,756	14,582,189
Long term receivable	8,683,792	7,880,673

Foreign currency risk management

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

51. Risk management (continued)

The municipality's activities do not expose it to the financial risks of foreign currency and therefore has no formal policy to hedge volatilities in the interest rate market.

Other price risks

The municipality is not exposed to equity price risks arising from equity investments as the municipality does not trade these investments.

52. Commitments

Authorised capital expenditure

Already contracted for but not provided for		
• Property, plant and equipment - Infrastructure assets	174,098,225	232,568,077
• Property, plant and equipment - other assets	17,449,135	24,592,349
	191,547,360	**257,160,426**
Total capital commitments		
Already contracted for but not provided for	191,547,360	257,160,426

This committed expenditure relates to property, plant and equipment and will be financed by available bank facilities, retained surpluses, existing cash resources, funds internally generated.

The amounts as disclosed are VAT inclusive.

The comparitive year contains an error in relation to the prior year audited financial statements. The effects of this is represented as follows:

Commitments		
Amount previous reported - Property, plant and equipment (Infrastructure)	-	253,046,178
Correction made - Property, plant and equipment (Infrastructure)	-	(20,478,101)
Amount previous reported - Property, plant and equipment (Other)	-	25,469,651
Correction made - Property, plant and equipment (Other)	-	(877,302)
	-	**257,160,426**

53. Related party disclosures

Loans granted to related parties

In terms of the MFMA, the municipality may not grant loans to its councillors, management, staff and public with effect from 01
July 2004. Loans, together with conditions thereof granted prior to this date are disclosed in note 15 in the annual financial statements.

Remuneration of management

Compensation of key management and personnel is set out in notes **35** and **36** respectively in the annual financial statements.

All Councillors and Employees have disclosed their interest in related parties and no one has the ability to control or exercise significant influence over Council in making financial and operating decisions.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

54. Awards to close family members - SCM Regulation 45

Awards to close family members of persons in the service of Stellenbosch Municipality

Supplier name	Employee name	Relationship	Department	2022	2021
KEMANZI (PTY) LTD	JN DU TOIT TRAFFIC INSPECTOR	Spouse	Department of Local Government	1,039,102	560,580
CONLOG (PTY) LTD	CEO MR L MOODLEY WIFE NMOODLEY	Spouse	Department of Health	911,353	2,658,508
EM HARTLEY T/A REDHI	LIZELLE HARTLEY	Spouse	Education Department	4,698,369	5,009,813
ELEMENT CONSULTING E	MR S PIENAAR	Spouse	Department of Local Government	-	-
FLOWERS IN THE FOYER	MR E GUNTER CSIR	Spouse	Other Government Departments	2,000	7,150
ARB ELECTRICAL WHOLE	JACOB MODISE	Spouse	Eskom holdings	45,457	68,185
MASSAMATIC (PTY) LTD	SISTER IN LAW - MR BARNARD	Other (Family)	Department of Health	317,998	87,168
AECOM SA (PTY) LTD	S MEYER & R MEYER	Parents	Education Department	6,908,505	14,259,259
	BARTO VAN DER WERWE	Spouse	State Hospital	-	-
	DALENE DE KOCK	Spouse	City of Cape Town	-	-
	DENSHILL DAVIDS	Sibling	SANDF	-	-
	JOHANNES HANDRIK BEKKER	Spouse	Department of Education	-	-
	MARVIN JOHN BURGER	Spouse	Department of Education	-	-
	JOHANNES PEET KOK	Spouse	Department of Education	-	-
	ROSINA MAAKE	Sibling	Madibeng Municipality	-	-
	SNOTHANDO SHEXI	Spouse	Department of Arts and Culture	-	-
	JEAN-PIERRE KITSHOFF	Father	Armscore	-	-
	MEGAN PEINKE	Spouse	Ethekweni Municipality	-	-
	JACOBUS JOHANNES BORCHARD	Father	Transnet	-	-

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

				2022 R	2021 R
54. Awards to close family members - SCM Regulation 45 (continued)					
	ELISABETH MARIAH NORTJE	Sibling	Council of Scientific Research	-	-
	ERNA BOUWERS	Parent	Department of Health	-	-
	YVONNE PHOSA	Spouse	Department of the Premier	-	-
MPUMAMANZI GROUP CC	ERNA BOUWERS	Parent	Department of Health	-	185,344
ZUTARI (PTY) LTD	HC AHLSCHLAGER	Spouse	Special Investigations Unit	17,563,694	11,476,644
	S SEEGERS	Sibling	City of Cape Town	-	-
	K NADASEN	Spouse	National Department of Public Works	-	-
SMEC SOUTH AFRICA	YVONNE PHOSA	Spouse	Department of the Premier	5,162,566	4,969,526
IKAPA RETICULATION A	SOPHIA DAVIDS	Child	Education Department	6,809,945	4,705,180
NOVUS3 (PTY) LTD	M DE VRIES	Spouse	Education Department	232,360	2,292,425
	J SCHEEPERS	Spouse	Council for medical services	-	-
SMS ICT CHOICE (PTY)	MRS MAQULA	Spouse	Department of Health	440,359	256,886
LANDFILL CONSULT (PTY) LTD	MM DUBE	Spouse	Dicro	-	1,774,023
MAN 4 TRADING (PTY) LTD	MS SAMUELS	Spouse	Department of Education	-	312,382
SOWERBY ENGINEERING	J SCHEEPERS	Spouse	Department of Education	-	16,100
DU TOIT ENGINEERING	F SHARIFF	Spouse	Department of local government	-	228,929
GIBB (PTY) LTD	B SEPTEMBER	Child	Department of local government	2,729,731	1,680,087
LILLIAN 4 ZONKE (PTY) LTD	F MONK	Spouse	Other government departments	-	1,380
RED ANT SECURITY RELOCATION AND SERVICES	NOXOLO LESIELA	Spouse	Mogale Muncipality	3,931,577	-
JVZ CONSTRUCTION	RE MATTHEE	Spouse	Correctional Services	9,550,192	-
STELLEMPLOY NPC	PORTIA JANSEN	Spouse	Department of Local Government	360,926	-
				60,704,134	**50,549,569**

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

55. Unauthorised, irregular, fruitless and wasteful expenditure

55.1 Unauthorised expenditure

The municipality incured no unathorised expenditure in both the current and previous financial year.

55.2 Irregular expenditure

Opening balance as previously reported	99,389,541	63,605,870
Add: Irregular expenditure - current	42,119,538	89,762,828
Add: Irregular expenditure – prior period	2,974,982	-
Less: Amounts written-off – current	(118,081,987)	(53,979,157)
Closing balance	**26,402,074**	**99,389,541**
Incidents/cases identified in the current year include those listed below:		
Irregular expenditure was identified as itcbreached the procurement process in terms of the Supply Chain Management Policy.	3,505,672	608,406
The Auditor-General, in its findings during the 2019/2020 financial year, identified that the Municipality awarded that does not comply with Preferential Procurement Regulations2017.	41,588,848	72,799,452
The Auditor-General, in its findings during the 2017/2018 financial year, identified that the Municipality did not include a specific condition that local production and content is applicable when inviting bidders to tender (advertisement). Furthermore the Municipality also did not include t he local production and content in the bid documents (MBD 6.2) and the suppliers declared a ccordingly. TheAuditor-General concluded that the tender award does not comply with Preferential Procurement Regulations 2017.	-	13,118,325
Irregular expenditure identified related to the approval of tenders where the Bid Adjudication Committee was not constituted in terms Municipal Supply Chain Management Regulations by four senior managers. This award pertained to a multi year contract.	-	1,952,711
Irregular expenditure identified was due to the bid specifications that were drafted in a manner that is not fair, equitable, transparent and competitive as it was found that the specifications made reference to a specific brand/model. This is a multi-year contract and irregular expenditure will be disclosed on a yearly basis until contract ends.	-	1,283,934
Total	**45,094,520**	**89,762,828**

55.3 Fruitless and wasteful expenditure

Opening balance as previously reported	-	-
Add: Fruitless and wasteful expenditure – current	2,568,654	-
Add: Fruitless and wasteful expenditure expenditure – prior period	1,698,299	-
Closing balance	**4,266,953**	**-**

The municipality incurred fruitless and wasteful expenditure in relation to information and communication technology procurement.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Notes to the Annual Financial Statements

	2022 R	2021 R

56. Additional disclosure in terms of Municipal Finance Management Act

Contributions to SALGA

Opening balance	-	(26,025)
Council subscriptions	6,052,817	6,212,159
Early settlement disclount	(301,881)	(310,195)
Amount paid - current year	(5,743,731)	(5,875,939)
	7,205	**-**

Audit fees

Opening balance	98,101	52,448
Current year audit fees	6,225,849	7,636,778
Amount paid - current year	(6,307,441)	(7,591,125)
	16,509	**98,101**

PAYE, UIF and SDL

Current year subscription / fee	89,222,633	87,922,805
Amount paid - current year	(89,222,633)	(87,922,805)
	-	**-**

Pension and Medical Aid Deductions

Current year subscription / fee	124,436,807	123,816,201
Amount paid - current year	(124,436,807)	(123,816,201)
	-	**-**

VAT

VAT receivable	809,391,586	613,498,286
VAT payable	(790,745,186)	(593,988,545)
	18,646,400	**19,509,741**

All VAT returns have been submitted by the due date throughout the year.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

56. Additional disclosure in terms of Municipal Finance Management Act (continued)

Councillors' arrear consumer accounts

There were no councillor arear accounts more than 90 days as at 30 June 2022.

Distribution Losses

In terms of section 125(2)(d)(i) of the Municipal Finance Management Act, the municipality experienced the following distribution losses for the year under review.

Electrical distribution losses (KW)		
System Input	393,194,417	365,664,272
Sales	(355,429,150)	(333,260,467)
	37,765,267	**32,403,805**

Electricity losses are calculated as 9.6% (2021: 8.86%). Electricity losses are within the industry norm.

Water distribution losses (KL)		
System Input	10,660,846	10,003,874
Sales	(8,669,713)	(8,188,560)
	1,991,133	**1,815,314**

Water losses are calculated as 18.7% (2021: 18.1%). Water losses are within the industry norm.

57. Retirement benefit information

The municipality makes provision for post-retirement benefits to eligible Councillors and employees who belong to different pension schemes. These funds are governed by the Pension Funds Act and include both defined benefit and defined contribution schemes.

The only obligation of the municipality with respect to the retirement benefit plans is to make the specified contributions. Where councilors / employees leave the plans prior to full vesting of the contributions, the contributions payable by the municipality are reduced by the amount of forfeited contributions.

These schemes are subject to a tri-annual, bi-annual or annual actuarial valuation as set out hereunder.

SALA Pension fund

The SALA Pension Fund operates both as a defined benefit and defined contribution scheme.

The statutory valuation performed as at 1 July 2018 stated that the net assets of the fund amounted to R14 298 600 (30 June 2015: R13 231 200), with funding levels of 96.0% (30 June 2015: 100%). The actuary recommended that employers continue to contribute at the current rate of 19.18% of pensionable salary.

It is the actuary's opinion that:

They are satisfied with the investment strategy of the Fund;
The nature of the assets is, in their opinion, suitable for the nature of the liabilities of the Fund as defined in the rules of the fund;
The matching of assets with the liabilities of the Fund is adequate; and
The insurance arrangements are appropriate compared to the cover provided can be regarded as financially sound at the valuation date.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

	2022 R	2021 R

57. Retirement benefit information (continued)

LA retirement Fund (Previously Cape Joint Pension Fund)

The LA RETIREMENT FUND operates both as a defined benefit and defined contribution scheme.

Defined benefit scheme

The contribution rate of the defined benefit scheme is 27%; 9% by the members and 18% by their councils. The actuarial valuation report at 30 June 2021 disclosed an actuarial valuation amounting to R1 486 110 000 (30 June 2020: R1 420 856 000), with a net accumulated surplus of R44 335 000 (2020: R22 251 000), with a funding level of 104.9% (30 June 2020: 100%).

Defined contribution scheme

The actuarial valuation report at 30 June 2021 indicated that the defined contribution scheme of the fund is in a sound financial position, with net assets amounting to R2 082 488 000 (30 June 2020: R1 891 631 000), net investment reserve of Rnil (30 June 2020: Rnil) and with a funding level of 100% (2020: 100%).

Cape Joint Retirement Fund (CRF)

The most recent statutory valuation performed as at 30 June 2021 revealed that the assets of the fund amounted to R34 148 000 000 (30 June 2019: R26 128 000 000), with funding levels of 133% and 100.5% (30 June 2020: 132.2% and 100.5%) for the Pensions Account and the Share Account respectively. The contribution rate paid by the members (7,50%/9%) and the municipalities (19,50%/18%) is sufficient to fund the benefits accruing from the fund in the future. The actuary certified that the structure of the assets is appropriate relative to the nature of the liabilities, given normal circumstances and that the Fund is in a sound financial condition as at the valuation date.

Municipal Councillors Pension Fund

The Municipal Councillors Pension Fund operates as a defined contribution scheme. The statutory valuation performed as at 30 June 2018 stated that the net assets of the fund amounted to R1 798 030 000 (30 June 2017: R1 480 549 000), with funding levels of 103.26% (30 June 2017: 101.31%). The contribution rate paid by the members (13,75 %) and council (15 %) is sufficient to fund the benefits accruing from the fund in the future. The Actuary certified that the Fund was in a sound financial condition as at 30 June 2018, in that the assets of the fund were sufficient to cover the accrued service liabilities including the recommended Contingency Reserves in full.

The Municipal Workers Retirement Fund (Previously South African Municipal Workers Union National Provident Fund)

The Municipal Workers Retirement Fund is a defined contribution scheme. Members contribute at a rate of not less than 7.5% of salaries, as required by the Rules. The employers contribute at a total rate of not less than 18%.From 1 July 2017, members and employers that fall under other bargaining councils or forums are not bound by the above minimum contribution rates. The statutory valuation performed as at 30 June 2017 stated that the assets of the fund amounted to R7 720 948 000 (30 June 2014: R6 574 750 000), with funding levels of 102.0% (30 June 2014: 111.7%). As a percentage of members' Fund Credits, the investment smoothing reserve has decreased from 5.6% to 4.9% over the valuation period. As a percentage of the market value of assets, it has decreased marginally from 4.6% to 4.4%.The Fund's assets are sufficient to cover the members' Fund Credits, the targeted levels of the Risk Benefits Reserve and the data and processing error reserve, and an Investment Smoothing Reserve of 4.9% of members' Fund Credits as at 30 June 2017. In addition, there is brought-forward surplus of R152.8 million which has been allocated to former members and is awaiting payment. The Fund is therefore in a sound financial position.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

02 December 2022

	2022 R	2021 R

57. Retirement benefit information (continued)

National Fund for Municipal Workers

The fund operates as a defined contribution fund and in terms of the rules of the fund category A and category C members contribute at a rate as agreed upon by the Local Authority and the member, subject to an absolute minimum contribution of 2% and 5% of their remuneration respectively. Category C-Members, appointed after 1 July 2012, who are not part of the Schedule shall make monthly contributions to the Fund equal to 7.5% of their pensionable salary.

The most recent statutory valuation performed as at 30 June 2019 stated that the net assets of the fund amounted to R17 107 067 000 (30 June 2018: R15 393 671 000), with funding levels of 100.40% (30 June 2018: 100.46%). The actuary certified that the assets of the fund are sufficient to cover 100.40% of the members' liabilities, also that it can be expected that the funding level of a fund of this nature will fluctuate around 100%, for example due to timing differences in investment and receipt of monies, slight mismatching of assets and liabilities and processing errors.

The Local Authority must contribute in respect of category A and category C members such an amount as agreed between the Local Authority and the fund, subject to a minimum contribution rate of 2% and 5% of their remuneration respectively. Category B members are members who belong to both category A and C and the Local Authority must, on behalf of such members, not contribute less than 7% of their remuneration. The contribution rates stipulated above include the amount payable towards the insured risk benefits policy.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

02 December 2022

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

58. Going concern

We draw attention to the fact that at 30 June 2022, the municipality had an accumulated surplus (deficit) of R 5,504,546,525.

The annual financial statements have been prepared on the basis of accounting policies applicable to a going concern. This basis presumes that funds will be available to finance future operations and that the realisation of assets and settlement of liabilities, contingent obligations and commitments will occur in the ordinary course of business.

The Covid 19 pandemic has affected various aspects of the municipality during the 2021/2022 financial year. However due to the fact that the muncipality's cash forecast performed, budget process and other considerations the municipality is still of the opinion that the pandemic and the restrictions it has placed on certain operations will ot affect the municipalities ability to operate as a going concern.

59. Deviations from SCM regulations - SCM Regulation 36

In terms of section 36 of the municipality SCM regulations, any deviations from SCM policy needs to be approved by the accounting officer and noted by Council. The awards listed below have been approved by the accounting officer and noted by Council.

All deviations considered by the accounting officer are processed in terms of the SCM regulations and the municipality's SCM
policy. This process entails being assessed by the SCM Bid Adjudication Committee in terms of the stipulated criteria for emergency procurements and circumstances where it is impractical or not possible to follow the official procedure.

Deviation from, and ratification of minor breaches of, the procurement processes

In terms of section 36(2) of the Supply Chain Management Policy approved by Council it is stipulated that bids where the formal procurement processes could not be followed, must be noted in the annual financial statements.

SGM paragraph reverence			
36 (1)(a) i	Dispense with the official procurement processes in an emergency	16,455,858	10,236,826
36 (1)(a) ii	Dispense with official procurement processes if such goods or services are produced or available from a single source or sole provider.	8,772,485	7,121,099
36 (1)(a) v	Dispense with official procurement processes in any other exceptional case where it is impractical or impossible to follow the official procurement processes.	34,050,729	13,691,278
Total deviations		**59,279,072**	**31,049,203**

AUDITOR-GENERAL SOUTH AFRICA
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Notes to the Annual Financial Statements

	2022 R	2021 R

60. Budget information

The budget has been prepared on the accrual basis of accounting in accordance with the prescripts of the Municipal budget regulations as well as MFMA budget circulars. In accordance with the Municipal budget regulations, the classification basis the municipality presents its budget is per economic as well as per functional classification (per Vote (Department) and GFS classification). It should be noted that minor budget differences between the basis the budget is prepared (accrual basis and prescripts of NT guidance) and actual financial results (accrual basis in accordance with GRAP) exists, mainly related to technical GRAP adjustments required. These differences are not material and as the basis of preparation is the same (accrual basis) no restatements have been made to the financial information compared to the budgeted amounts, but where found to be material is explained below:

Explanation of variances between approved and final budget amounts

The materiality framework of the municipality informs the determining base ranges. The framework outlines all principles and guiding practices to allow management to enforce a consistent application of the framework's guidelines. With regard to reporting, the understandability and transparency to users of the financial statements was a determining factor when deciding on the base %.

60.1. Statement of financial position

Current assets

The determining base was 1% of total assets and 5% of accumulated surplus.

- **Cash and cash equivalents (BD6)**

Variance on Cash (Increased cash available) due to variance on Trade and Other Payables

- **Short Term Investments (BD7)**

Variance due to access cash being invested

Non-current assets

- **Property Plant and Equipment (BD8)**

The variance relates to underspending on the capital budget.

Non-current Liabilities

- **Provisions (BD11)**

Variance is attributed to the change in estimated Post Employment Medical Aid liability.

Current liabilities

- **Payables from exchange transactions (BD9)**

Variance is attributed to unspent conditional grants (under spending on Operational- and Capital Budget funded from Grants) and year-end accruals raised for Trade & other payables.

- **Provisions (BD10)**

Variance is attributed to the change in estimated Post Employment Medical Aid liability

Net assets

- **Accumalated surplus/Reserves (BD12)**

Variance is due to the budgeted opening balance for Accumulated surplus which is based on the previous audited Financial Statements, further variances are due to corrections of errors.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence
02 December 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

60. Budget information (continued)

60.2. Statement of financial performance

Revenue

The determining base range used was 1 % of total revenue.

- **Service charges - electricity (BD1)**

Electricity revenue realized was less than anticipated due to ESKOM Loadshedding and the after effects of the Covid-19 pandemic on the economy and households.

- **Other revenue (BD2)**

Actual Development Charges to the value of R30mil is reflected under "Other Revenue", however the budget is reflected under Transfers & Subsidies - Capital. Development charges received was more than anticipated during the budget process.

Revenue from non-exchange transactions

- **Transfers and subsidies - capital (monetary allocations) (National / Provincial and District) (BD5)**

Revenue Recognition of Grants was not done due to non-spending of Grants on Capital Expenditure Projects

Expenditure

The determining base range was 2% of total expenditure.

- **Bulk purchases (BD3)**

The variance between Bulk Purchases Electricity budget and actuals is due to a decrease in electricity consumption (See explanation provided for Service Charges - electricity variance). Bulk purchases water is budgeted under inventory consumed.

- **Contracted services (BD4)**

Savings realized on contracted services

Cash Flow statement

Suppliers and employees (CF1)

Bulk purchases which are bought by the municipality are based on the consumption of the community have decreasedcompared to the prior year.

Short term Investments (CF2)

Economic recovery has allowed the municipality to invest more funds.

Consumer deposits (CF3)

Covid-19 had a slow down in new developments.

Borrowings (CF4)

The external loan was taken up towards the end of the financial year.

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities		
STELLENBOSCH MUNICIPALITY / EX-EMPLOYEES WHO OCCUPY THE DEVON VALLEY HOUSING STOCK	200,000	-
Eviction of ex-employees who occupy the Devon Valley Housing Stock of the Municipality which can only be utilised by employees working in Engineering Directorate.		
STELLENBOSCH MUNICIPALITY / JW ANGUS PROPERTIES (PTY) LTD AND JUNO CORP	250,000	-
Interdict application instituted against JW Angus Properties (Pty) Ltd, the owner of erven 144 Klapmuts and 149 Klapmuts, who is operating or allowing Juno Corp to utilise Erf 144 Klapmuts and 149 Klapmuts for industrial related activities such as operating a Wash Bay for trucks on Erf 149 Klapmuts and utilising Erf 144 Klapmuts for parking of trucks, storage of trucks in contravention of the approved zoning of the Property and to operate a business that uses trucks to collect and transport waste.		
STELLENBOSCH MUNICIPALITY / GAYNOR SKIPPERS AND ALL OTHER ILLEGAL OCCUPIERS	100,000	-
Eviction of Gaynor Skippers and all other illegal occupiers who illegally occupy the road reserve, Torrey Street, Jamestown.		
LJ TURNKEY INVESTMENTS (PTY) LTD / STELLENBOSCH MUNICIPALITY	1,552,000	-
LJ Turnkey Investments (Pty) Ltd ("LJ Turnkey") issued summons against Stellenbosch Municipality for alleged damages suffered by LJ Turnkey as a result of the Municipality allegedly refusing to consider its application submitted for a determination of zoning as contemplated in section 15(2)(m) of the Land Use Planning By-law.		
JVZ CONSTRUCTION (PTY) LTD / STELLENBOSCH MUNICIPALITY	700,000	-
JVZ Construction instituted review proceedings against Stellenbosch Municipality's decision to cancel Bid No B/SM50/20: The Construction of Skilpadvlei Reservoir and Associated Work ("the Reservoir tender") and Bid B/SM51/20: The Construction of Skilpadvlei Bulk Water Supply and Associated Works ("the Water Supply Tender"). Directing the Municipality to adjudicate and award the Reservior tender and the Water Supply tender and to pay JVZ's cost of the matter.		
Former employee/South African Local Bargaining Council and others	200,000	200,000
Review application instituted by an former employee to have the arbitration award dated 18 July 2019 under case numbers WCP 071722 and 01719 reviewed and set aside and in the alternative should the court elect not to correct the award that the dispute be remitted and referred back to the Bargaining Council for adjudication before an arbitrator.		
WASTEWANT WASTE MANAGEMENT (PTY) LTD / STELLENBOSCH MUNICIPALITY AND RESOURCE INNOVATIONS AFRICA (PTY) LTD	200,000	-
Wastewant Waste Management (Pty) Ltd ("Wastewant") instituted review proceedings against the decision of Stellenbosch Municipality ("the Municipality"), wherein the Municipality set aside the decision by the Bid Adjudication Committee ("BAC") to award Tender B/SM12/21 to Wastewant. Reviewing the decision of the Municipality dated 23 February 2021, wherein the Municipality awarded tender B/SM12/21 to Resource Innovations Africa (Pty) Ltd. Reviewing and declaring invalid the Appeal Authority's decision in terms of Section 62(3) of the Systems Act, to revoke the decision of the BAC, as same detracted from the rights, which accrued to Wastewant. .		

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AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities (continued)		
Stellenbosch Municipality / Klapmuts mediation	250,000	250,000
Stellenbosch Municipality is under obligation to provide emergency housing to evictees of various eviction orders in Klapmuts. The Klapmuts community has threatened violence against evictees and destruction of property should the municipality proceed to utilise Klapmuts housing facilities for evictees rather than for members of the Klapmuts community. Independent expert mediator appointed to facilitate mediation which is currently pending. The mediator had meetings with the community and a committee was elected to discuss the matter and proposals made. The chairperson of the Committee was not available for a period to attend meetings and new proposed dates were arrangde by the mediator for such meetings. The community still refuse the Municipality to implement emergency housing. The mediation needs to be finalised to obtain the buy-in of the community to relocate evictees to Klamputs.		
Stellenbosch Municipality / NE Properties (Pty) LTD	200,000	200,000
Application to declare the dissolution of NE Industries void in terms of section 83(4) of the Companies Act and to direct the Companies and Intellectual Property Commission of South Africa to restore NE Industries' name to the register of companies. NE Industries was deregistered and its name was removed from the register of companies on 16 July 2010 due to its failure to file its annual returns. NE Industries is the single largest debtor on the Municipality's debtor's book. The Municipality wants to collect the outstanding amount due to it but established that NE Industries was deregistered as a result of its failure to file its annual returns and its name was removed from the register of companies.		
Stellenbosch Municipality / IMATU on behalf of employee	200,000	200,000
Review application instituted against the arbitrator's award by Commissioner Der Vlieger-Seynhaeve including application for condonation and to oppose the application for contempt of court proceedings instituted by IMATU obo employee.		
Stellenbosch Municipality / E Ross and others	-	200,000
Stellenbosch Municipality have to institute eviction proceedings against Respondents of the property at 609 Lavanda Flats, Jan Cillier Street, Stellenbosch due to the Respondents actions. The eviction application is still pending.		
Stellenbosch Municipality / L Bailey and another	-	200,000
Stellenbosch Municipality is in the process instituting eviction proceedings against the Respondents of the property at 108 Aurora Flats, Jan Cilliers Street, Stellenbosch, due to the Respondents actions. The eviction application is still pending.		
Stellenbosch Municipality / A de Ruiter	-	200,000
Stellenbosch Municipality have to institute eviction proceedings against the Respondents of Erf 5281 Cloetesville, due to the Respondents actions.		
Stellenbosch Municipality / Francois Jansen	50,000	50,000
Application for eviction of unlawful occupants from municipal property.		
Stellenbosch Municipality / Tania Wasmuth and Others	50,000	50,000
Application for eviction of unlawful occupants from municipal property.		
Stellenbosch Municipality / Cobus Visagie	50,000	50,000
Approximately R684 000.00 owed by Cobus Visagie for a tender to harvest wood.		

AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities (continued)		
Fusion Properties 233 CC / The Municipality of Stellenbosch	33,465,000	33,465,000
This matter involves a summons issued against the Municipality for alleged damages pursuant to the sale of certain immovable property belonging to the Municipality.The amount claimed is R32 115 000.00 together with interest calculated at the rate of 9% per annum from 28 July 2015. The Municipality is defending the action. Pleadings have now closed and the Plaintiff is in the process of applying for a court date. The application that the Plaintiff has to provide security for costs was granted and the interlocutory application to strike out certain allegations was also successful. The Plaintiff made application for leave to appeal against the judgment, which application was refused with costs. The Plaintiff has delivered a petition to the Supreme Court of Appeal ("SCA") in terms of which it is now seeking leave to appeal either to the SCA or the full bench of the Western Cape Division of the High Court. Should the litigation against the Municipality be successful, the estimate of financial exposure will be the R32 115 000.00 together with interest calculated at the rate of 9% per annum from 28 July 2015 including legal costs and disbursements of approximately R1 350 000.00.		
Independent Schools Association of Southern Africa / Ethekwini Municipality /Stellenbosch Municipality &Others	250,000	250,000
This matter involves an application on behalf of the Municipality to be joined as co-applicant together with eThekwini Municipality in an application for the review and setting aside of the Amended Municipal Property Rates Regulations promulgated on 12 March 2010. The Municipality has been joined successfully as co-applicant. This matter involves an application on behalf of the Municipality to be joined as co-applicant together with eThekwini Municipality in an application for the review and setting aside of the Amended Municipal Property Rates Regulations promulgated on 12 March 2010. The Municipality has been joined successfully as co-applicant.		
Stellenbosch Municipality / LJ Turnkey Investments (Pty) Ltd	250,000	250,000
The owner of Portion 9 of Farm 100 Stellenbosch (“the Property”) applied for a declaratory order that the zoning of the Property is general residential and allows them to utilise the Property for student accommodation.The Municipality opposed the declaratory order and filed its answering affidavit. The Municipality is in the process of instituting a counter-application for, amongst others, a declaratory order regarding the zoning of the Property and interdictory relief regarding the utilisation of the Property for student and/or any other rental accommodation in contravention of the Municipality's Zoning Scheme By-law. This matter does not involve any amounts claimed .		
Stellenbosch Municipality / Former Employee	200,000	200,000
Review Application instituted in the Labour Court against the disciplinary sanction of the chairperson in the disciplinary hearing of Leon Lourens. Leon Lourens was found guilty on three charges, which involves dishonesty but was not dismissed by the chairperson. The Municipality has served and filed its founding affidavit to have the ruling of the chairperson set aside and replace for a dismissal. The Municipality is in the process of transcribing the recordings of the hearing whereafter Leon Lourens will provide its answering affidavit in the matter.		

AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities (continued)		
WS SMIT N.O & OTHERS /STELLENBOSCH MUNICIPALITY	200,000	200,000
Community members illegally occupied Portion 5 of Farm 183 Stellenbosch also known as Watergang. An eviction application was subsequently instituted and Acting Judge Martin granted an eviction order against the illegal occupiers. The illegal occupiers filed an appeal against the eviction order granted by Acting Judge Martin which appeal is still pending. The appeal, or any proceedings before the Supreme Court or Higher Court should leave to appeal be granted and any other actions flowing from the Interdict need to be oppose.		
STELLENBOSCH MUNICIPALITY / OSCAN INVESTMENTS ENTERPRISE (PTY)LTD	485,200	485,200
Property owner of Erf 1727 Stellenbosch erected a fence which encroach on municipal public open space. The Municipality needs to apply for a demolition order if the owner refuse/fail to remove the illegal wooden fence. Notice was served on the property owner to address the issues highlighted in the letter of refusal of the building plan and to resubmit the building plan together with the requested information and documents required alternatively to have the illegal fence removed. Should the property owner not comply with the notice served, the Municipality will proceed with the demolition application of the illegal fence.		
FORMER EMPLOYEE / STELLENBOSCH MUNICIPALITY	200,000	200,000
Application instituted by Elizabeth Rhoda against Stellenbosch Municipality to have her reinstated retrospectively with accumulated benefits and salary or adjustments and that the Municipality pay compensation to her in the amount of 12 months' salary including the cost of suit as well as a condonation application for the late submission of her application. The application was opposed by the Municipality and the Municipality is in the process to serve and file its Statement of Defence		
STELLENBOSCH MUNICIPALITY/ THATO RUBUSHA	300,000	300,000
Review application instituted by Stellenbosch Municipality setting aside the Arbitration Award made under WCP121702 under the South African Local Government Bargaining Council to pay her compensation for additional work done.		
STELLENBOSCH MUNICIPALITY / THE CHILDREN MR BESS AND ILLEGALOCCUPIERS	100,000	100,000
Eviction application against the children of Mr Johnny Bess, who was employed by Stellenbosch Municipality and retired from the employ of the Municipality on or about 31 July 2006. Mr Bess passed on and his children continued to occupy the house. There are various complaints from community members that the children who are currently occupying the house are involved in alleged drug dealing and anti-social behaviour. The house is vandalised and not maintained. The surrounding homeowners handed in a petition demanding that the children be evicted from the house due to an increase in illegal activities from the house, which is making living with them unbearable.		
STELLENBOSCH MUNICIPALITY / ILLEGAL OCCUPIERS OF ERF 290 RAITHBY ALSO KNOWN AS PORTION C (TRANSPORT ZONE II – PUBLIC ROAD)	100,000	-
Erf 150 Raithby was subdivided in terms of section 25 of the Land Use Planning Ordinance, 15 of 1985 ("LUPO") into three portions namely, Portion A, Portion B, Portion C and Remainder Portion. Portion C will be utilized for road purposes. Erf 150 Raithby was divided into Erf 288 Raithby, Erf 289 Raithby, Remainder Erf 150 Raithby and Erf 290 Raithby the zoning which is Transport Zone II for a public road.The Municipality is in the process of instituting eviction and demolition proceedings against the illegal occupiers.		

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities (continued)		
STELLENBOSCH MUNICIPALITY / ISAYA NKUKUMANA	200,000	400,000
Opinion and Review application against decision of the Chairperson in the disciplinary hearing of Isaya Nkunkumana to have the ruling on the sanction issued against Isaya Nkunkumana reviewed and set aside. Review application with condonation application was finalised and served on the respective parties.		
SURREY HOLMES (PTY) LTD / STELLENBOSCH MUNICIPALITY	600,000	400,000
Surrey Holmes instituted a review application against Stellenbosch Municipality for its alleged failure to make a decision in terms of section 6(2) (g) of the Promotion of Administrative Justice Act 3 of 2000 (PAJA) and directing the Municipality to perform its duties and exercise its powers by; accepting and considering the amended ceiling height of the Attic Room. The review application was opposed by the Municipality. The Municipality is in the process to provide the Rule 53 records.		
STELLENBOSCH MUNICIPALITY / LEELYN MANAGEMENT CC	200,000	400,000
Opinion and institution of Monetary claim against Leelyn Management CC for alleged parking revenue collected on behalf of the Municipality which was not paid over by Leelyn Management CC to the Municipality.		
STELLENBOSCH MUNICIPALITY / CHOISY –LE-ROI OWNERS (PTY) LTD	200,000	200,000
Review application instituted by the owner of Erf 13500 Technopark, Stellenbosch against the appeal judgment of the Executive Mayor.The Municipality served and filed notice of opposition against the application. Rule 53 record was subsequently filed at court. Choisy-le-Roi supplemented their application and the Municipality served and filed its answering affidavit. A court date needs to be obtained to argue the matter.		
DEON GARDEN & CONSTRUCTION CC / STELLENBOSCH MUNICIPALITY	200,000	200,000
Monetary claim in the amount of R4 374 192.67 including interest at a rate of 7.75% per annum for alleged damages suffered by Deon Garden & Construction CC. The Municipality defended the claim instituted and is in the process of finalising its plea in the matter.		
SECURITEM (PTY) LTD/ STELLENBOSCH MUNICIPALITY	200,000	200,000
Securitem instituted legal action against the Municipality to pay VAT on top of their tender price. The Municipality is of the view that VAT was included in the tender price submitted by SECURITEM and opposed the application.		
STELLENBOSCH MUN / MOFFAT & OTHERS	100,000	100,000
Eviction application against the Moffat family who illegally occupy the Eikestad Hall. The Municipality provided temporary accommodation to the Moffat family pursuant to the Moffat family wendy house being destroyed by a fire. The intension was that the Moffat family should occupy the Eikestad Hall temporarily and to relocate to Mountain View. The Municipality provided emergency accommodation at Mountain View, Jamestown, but the Moffat family refused to relocate. The Moffat's was given notice to vacate the Eikestad Hall and eviction proceedings is being instituted. The draft affidavit to institute eviction proceedings is being circulated for comment.		

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities (continued)		
SHAHIEDA JACOBS / STELLENBOSCH MUNICIPALITY	200,000	200,000
Shahieda Jacobs instituted legal proceedings against Stellenbosch Municipality and a municipal official for alleged sexual harassment and unfair discrimination in the Labour Court. The Municipality filed its Statement of Response to the Plaintiff's Statement of Claim. The Special Plea on Shahieda's new Statement of Claim will be determine on 29 July 2020 on the papers before the Judge.		
THAPELO MBASA SMITH AND OTHERS/ STELLENBOSCH MUNICIPALITY	200,000	200,000
Thapelo Mbasa Smith & Others applied for an interim interdict against Stellenbosch Municipality & Others pending the determination of the final relief sough in Part B of the Notice of Motion. The Municipality did not oppose the interim interdict but opposed the Review application instituted by Thapelo Mbasa Smith & Others against the Municipality declaring inter alia the Municipality's decision taken on 13 November 2020, to acquire, or accept the donation of, the Property from the Trust, to be unlawful and invalid. The Municipality subsequently filed its answering affidavit in the matter.		
Van der Westhuizen K/Stellenbosch Municipality	50,000	50,000
Kyla van der Westhuizen issued summons against the Municipality for damages to her vehicle, VW Polo Cross 2015 model for allegedly colliding with a pothole. The Municipality defended the matter and filed its plea in the matter. Discovery affidavit was served and filed and a court date needs to be obtained to argue the matter.		
Mhlenze, N R / Stellenbosch Municipality	325,469	325,469
Nomzi Renee Mlenze (Mlenze) is applying to the Labour Court for condonation of the non-compliance with the time periods envisaged by the Labour Court in terms of the applicable Rules. Mlenze is employed at Stellenbosch Municipality as Senior Clerk: Accounts in the Finance Department. She earns a salary of R8033.00 per month. In 2013 she raised a number of grievances relating to the fact that she was not being remunerated the same as other Senior Clerks who were performing same task as her. Despite the fact that her Head of the Department agreed that her post will be evaluated on a urgent basis her job was not evaluated. She submitted an appeal on 22 April 2016, which was submitted to the Municipal Manager. She subsequently referred the matter to the Labour Court for adjudication. Mlenze did not file the court papers within the 90-day period allowed, is out of time, and applied for condonation to the Labour Court to grant her permission to proceed with the matter. The application for condonation need to be opposed. The Municipality filed its exception to Mlenze's Statement of Claim and will file a condonation application for the late filing of the Municipality's opposition against the application instituted by Mlenze.		
SIPHO DYIDI / STELLENBOSCH MUNICIPALITY	200,000	-
Sipho Dyidi is employed as Superintendent: Collections in the Department: Infrastructure Services who instituted legal proceedings against Stellenbosch Municipality in the Labour Court for overtime work in the amount of 111 hours, but the Municipality allegedly did not logged or captured his overtime.		
OCTOFIN COMMERCIAL (PTY) LTD / TURN AROUND INVESTMENTS 22 (PTY) LTD AND STELLENBOSCH MUNICIPALITY	200,000	-
Octofin Commercial (Pty) Ltd instituted legal action against Turn Around Investments 22 (Pty) Ltd and Stellenbosch Municipality and applied for an order reviewing and setting aside the decision of the Municipality taken on 9 June 2020 to grant a permanent departure of the building line applicable to Turn Around Investment property, i.e Erf 15713 Stellenbosch.		

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities (continued)		
STELLENBOSCH MUNICIPALITY / GREEN SPOT RECYCLING (PTY) LTD, THEIR DIRECTORS/ANY ILLEGAL OCCUPIERS AND ILLEGAL USERS OF THE LA MOTTE DEPOT	200,000	-
Green Spot Recycling (Pty) Ltd occupied a section of the La Motte Depot and have been operating a recycling company without any formal agreement with Stellenbosch Municipality.		
STELLENBOSCH MUNICIPALITY / DUWAINE KLEYNHANS AND ADRIAN KLEYNHANS AND ALL THOSE WHO ARE OCCUPYING THE HOUSE UNDER OR THROUGH THEM	100,000	-
Mr Phillips Kleynhans was allowed as caretaker by the Toy and Miniature Museum to occupy the flat at 118 Dorp Street, Stellenbosch. Mr Phillip Kleynhans passed away on or about 30 November 2016 and his right to occupy the flat in terms of his employment agreement terminated. Duwaine Kleynhans and Adrian Kleynhans are still occupying the flat and was given notice that any right of occupation of the flat at 118 Dorp Street, Stellenbosch which flows from the right of occupation of Mr Phillip Kleynhans employment contract with the Toy and Miniature Museum was terminated and that they should vacate the flat by 31 March 2020.		
FRANSCHHOEK CLAIMANT'S TRUST / EXECUTIVE MAYOR: STELLENBOSCH MUNICIPALITY & OTHERS	200,000	-
The Franschhoek Claimant's Trust instituted review proceedings in terms of section 6 and 8 of PAJA reviewing and setting aside the Executive Mayor's decision, in her capacity as the appeal authority, to revoke the development and related approvals, granted by the Stellenbosch Municipal Planning Tribunal to the Franschhoek Claimant's Trust ("FC Trust") in respect of Erf 1692 Franschhoek ("the Property").		
STELLENBOSCH MUNICIPALITY / ILLEGAL OCCUPIERS OF THE OPEN SPACE CLOSE TO THE R44	100,000	-
Illegal structures were erected on the open space next to Rietenbos Primary School, Cloetesville ("the Property") close to R44. The Municipality is in the process of instituting eviction proceedings against the illegal occupiers.		
STELLENBOSCH MUNICIPALITY / SURITA LAYMAN & OTHERS	200,000	-
Erf 7802 Stellenbosch was incorrectly transferred to Surita Layman. Stellenbosch Municipality is applying for a rectification transfer directing that the transfer of the immovable property situated at Erf 7802 Stellenbosch to Surita Layman be set aside and an order directing the Municipality to transfer the Property to both Surita Layman and Margaret Louisa Layman		
MICHAEL SACHAR / STELLENBOSCH MUNICIPALITY	129,030	-
Mr Michael Sachar alleged that his Land Rover Discovery 4 3.0 TD/SD V6 Se motor vehicle on 6 August 2020 collided with a large pot hole at or near Main Road (R45 near BP Garage) Franschhoek.		

AUDITOR-GENERAL SOUTH AFRICA
Auditing to build public confidence

Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R
61. Contingent liabilities (continued)		
LABOUR COURT REVIEW - MATUSA OBO REVONAH ANTHONY ("ANTHONY") /STELLENBOSCH MUNICIPALITY- STE10/031	150,000	150,000
MATUSA obo Revona Anthony obtained an arbitration award against Stellenbosch Municipality in terms of which she was reinstated and certified the arbitration award in terms of section 143(3) of the LRA. They instructed the sheriff to attached the movable properties of the Municipality to be sold in execution. The Municipality instituted review proceedings against the arbitration award and stay the execution of the arbitration award.		
RICMAL GREEN (PTY) LTD & ANOTHER / THE UNLAWFUL OCCUPIERS &OTHERS	200,000	200,000
Ricmal Green (Pty) Ltd applied for an interdict that the National Minister of Agriculture, Deputy Minister of Agriculture and the National Government be interdicted and restrained from placing any third parties in occupation of the Property or in any way encouraging, promoting, supporting and or allowing any persons to come onto the farm to occupy the Property. That the persons attempting to occupy the Property be interdicted and restrained from entering onto or remaining on the Property and erecting or attempting to erect any form of structure, be it temporary, permanent or semi-permanent of nature on the Property. Ricmal Green (Pty) Ltd also applied for an urgent eviction application in terms of rule 6(12) against all unlawful occupiers of the Property listed in Annexure A to be ordered to vacate the Property and should they fail/refuse that the Sheriff be ordered to evict them from the Property. Stellenbosch Municipality is sited as Seventh Respondent to the matter. No relief is sought against the Municipality unless the Municipality oppose the application. The Municipality was joined as the Property is situated within its jurisdiction and its statutory and/or constitutional obligations as regards the occupiers. The Municipality is supporting the application of the Applicants and filed an explanatory affidavit.		
ANGELA ADELINE MOGOLEGENG / STELLENBOSCH MUNICIPALITY	100,000	100,000
Angela Adeline Mogolegeng applied for Default Judgment against Stellenbosch Municipality for alleged unfair labour practice in relation to failure to promote and/or demotion and alleged that she is being unfairly discriminated against		
SPS / STELLENBOSCH MUNICIPALITY	100,000	100,000
MZ Loghdey t/a Street Parking Solutions submitted a tender, which was awarded to him. The tender was implemented on or about 1 April 2019. A dispute arose between the parties around various issues in terms of the tender. Clause 27.1 of the GCC provides that if any dispute or difference of any kind whatsoever arises between the purchaser and the supplier in connection with or arising out of the contract, the parties shall make every effort to resolve amicably such dispute or difference by mutual consultation. Clause 27.2 provides further if, after thirty (30) days, the parties have failed to resolve their dispute or difference by such mutual consultation, then either the purchaser or the supplier may give notice to the other party of his intention to commence with mediation. No mediation in respect of this matter may be commenced unless such notice is given to the other party. Clause 27.3 provides that should it not be possible to settle a dispute by means of mediation, it may be settled in a South African court of law. Notwithstanding the above clause 27.4 provides that notwithstanding any reference to mediation and/or court proceedings herein the parties shall continue to perform their respective obligations under the contract unless they otherwise agree and the purchaser shall pay the supplier any monies due for goods delivered and/or services rendered according to the prescripts of the contract. Both SPS and the Municipality alleged that certain conditions of the tender/contract was breached and that mediation is required to solve the dispute. A mediator was appointed and a date for the mediation need to be set to argue the matter.		

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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

61. Contingent liabilities (continued)

STELLENBOSCH MUNICIPALITY LANDFILL SITE - -

The municipality has a present obligation to rehabilitate the landfill site which stems from licensing agreements 16/2/7/G203/D16/Z1/P331) issued in terms of the Environmental Conservation Act, 1989 (Act 73of 1989),E13/2/10/7-B4/37-WL0077/11 issued in terms of the National Environmental Management: Waste Act, 2008 (Act no. 59 of 2008) (NEMWA) and license number 19/2/5/1/B4/46/WL0118/14 issued in terms of NEMWA. The obligation is immediately enforceable upon closure of the landfill site. As part of these licensing obligations, the municipality is responsible for post-closure obligations namely, ground water monitoring, decommissioning, monitoring committee and gas monitoring. The duration of the time for the cost to be incurred is contingent on the decision making of the regional director as stipulated in the licence conditions. At 30 June 2021, a decision has not been made by the regional director on the post-closure obligations for the municipality as per the licence agreements, as a result thereof, a reliable estimate of the costs to be incurred cannot be reliable estimated due to the uncertainty of the key events contained within the licencing conditions. .

	43,906,699	**40,275,669**

Prior period error

Stellenbosch Municipality/ ABSA	-	9,000,000
De Zalze Golf Club / Valuation Appeal Board for Stellenbosch Municipality	-	400,000
Ricardo Galandt and Others/ Stellenbosch Municipality	-	100,000
	-	**9,500,000**

Management had corrected a prior period error which is in relation to an audit finding that was raised in the prior year. The relevant expenditure was subsequently also realised in the comparitive in the statement of financial performance to the amount of R7 111 521. The contra leg of the actual payment affected the bank account as no accrual or provision was realised in the prior year.

The cases relating to De Zalze Golf Club / Valuation Appeal Board for Stellenbosch Municipality and Ricardo Galandt and Others/ Stellenbosch Municipality were concluded in the prior financial year. Therefore disclosure was not required as part of the contingent liability.

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Notes to the Annual Financial Statements

	2022 R	2021 R

62. Segment information

General information

Identification of segments

The municipality is organised and reports to management on the basis of four major functional areas. These four functional segments are governance and adminsitration, community and public safety,economic and enviromental services as well as trading services. The segments were organised around the type of service delivered and the target market.

Information reported about these segments is used by management as a basis for evaluating the segments' performances and for making decisions about the allocation of resources. The disclosure of information about these segments is also considered appropriate for external reporting purposes.

Reportable segments are identified based on activities performed of the municipality that generates economic benefits or service potential including internal services that contribute to achieving the municipality's objectives without necessarily generating net cash inflows.

Management has only identified segment information for which data is reported on and reviewed during the decision making process of the municipality. Aspects relating to GRAP 18 paragraph 21 (a) - (j) which does not form part of the review process of the management reports will not form part of the segment information.

Segmental reporting was based and identified on the MFMA S71 monthly budget statements/reports that are reviewed by senior management and council to make strategic decisions and in monitoring segment performance. The disclosure of information about segments in these reports are organised around the type of service delivered, in a standardised format namely the C2 schedule. This is considered appropriate for external reporting purposes to achieve the objectives of GRAP 18.

Types of goods and/or services by segment

These reportable segments as well as the goods and/or services for each segment are set out below:

Reportable segment	Goods and/or services
Community and public safety	Primary services providing community safety, crime prevention and law enforcement.
Governance and administration	Primary services in relation to financial management, financial and governance decision making.
Economic and environmental services	Urban and developmental planning in accordance with the relevent laws and regulations. Environmental planning and protection for long term sustainibility.
Trading services	Primary basic service provision including water, electricity, sanitation and refuse.

AUDITOR-GENERAL SOUTH AFRICA
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Stellenbosch Municipality

Annual Financial Statements for the year ended 30 June 2022

Notes to the Annual Financial Statements

	2022 R	2021 R

62. Segment information (continued)

2022

	Community and public safety	Economic and environmental services	Trading services	Governance and admin	Other	Total
Segment revenue						
External revenue from non-exchange transactions	34,831,824	199,781,653	115,667,563	478,588,023	-	828,869,063
External revenue from exchange transactions	14,528,847	43,932,378	1,115,952,619	20,197,673	102,555	1,194,714,072
Interest revenue	-	-	15,296	18,755,045	-	18,770,341
Total	**49,360,671**	**243,714,031**	**1,231,635,478**	**517,540,741**	**102,555**	**2,042,353,476**
Segment expenses						
Total segment expenses	(218,704,973)	(263,192,350)	(866,757,865)	(264,279,393)	-	(1,612,934,581)
Depreciation and amortisation	(25,059,245)	(50,034,881)	(110,177,306)	(24,899,361)	-	(210,170,793)
Interest expense	-	-	(44,415,523)	83,159	-	(44,332,364)
Contribution to/from provisions	-	-	(6,287,548)	-	-	(6,287,548)
Debt impairment	-	(15,626,017)	(30,448,104)	(5,637,244)	-	(51,711,365)
Inventory losses/write downs	(5,000)	-	-	(110,859)	-	(115,859)
Cost of housing sold	(345,000)	-	-	-	-	(345,000)
Total	**(244,114,218)**	**(328,853,248)**	**(1,058,086,346)**	**(294,843,698)**	**-**	**(1,925,897,510)**
Surplus for the year	**(194,753,547)**	**(85,139,217)**	**173,549,132**	**222,697,043**	**102,555**	**116,455,966**
Other information						
Total capital expenditure	45,072,208	93,897,819	184,706,288	23,934,055	-	347,610,370

AUDITOR-GENERAL SOUTH AFRICA
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Notes to the Annual Financial Statements

	2022 R	2021 R

62. Segment information (continued)

2021

	Community and public safety	Economic and environmental services	Trading services	Governance and admin	Other	Total
Segment revenue						
External revenue from non-exchange transactions	21,303,592	142,365,883	137,310,011	461,667,189	100,000	762,746,675
External revenue from exchange transactions	12,880,184	33,262,154	949,348,116	26,086,809	661,975	1,022,239,238
Interest revenue	-	-	21,956	19,493,405	-	19,515,361
Total	**34,183,776**	**175,628,037**	**1,086,680,083**	**507,247,403**	**761,975**	**1,804,501,274**
Segment expenses						
Total segment expenses	(218,087,815)	(270,007,645)	(769,745,139)	(279,952,429)	(100,000)	(1,537,893,028)
Depreciation and amortisation	(17,337,640)	(55,567,459)	(104,712,978)	(34,707,155)	-	(212,325,232)
Interest expense	-	-	(38,556,681)	-	-	(38,556,681)
Fair value adjustments	-	-	-	(922,034)	-	(922,034)
Contribution to/from provisions	-	-	(6,874,912)	-	-	(6,874,912)
Debt impairment	(4,748,896)	(16,096,098)	(12,463,098)	(677,699)	-	(33,985,791)
Inventory losses/write downs	-	-	-	(18,583)	-	(18,583)
Cost of housing sold	-	(1,925,000)	-	-	-	(1,925,000)
Total	**(240,174,351)**	**(343,596,202)**	**(932,352,808)**	**(316,277,900)**	**(100,000)**	**(1,832,501,261)**
Surplus for the year	**(205,990,575)**	**(167,968,165)**	**154,327,275**	**190,969,503**	**661,975**	**(27,999,987)**
Other information						
Total capital expenditure	35,143,372	93,664,867	192,334,481	71,798,369	-	392,941,089

Measurement of segment surplus or deficit, assets and liabilities

Basis of accounting for transactions between reportable segments

The accounting policies of the segments are the same as those described in the summary of significant accounting policies..

Information about geographical areas

All the municipality's operations are located in the Republic of South Africa in the Cape Winelands area. Information to report on different geographical areas is not available would be expensive and impractical to develop.:

63. Prior period error and reclassification

The muncipality has changed its template in preparing the annual financial statements this fianancial year in accordance with the precripts issued by national treasury. In doing so multiple naming conventions has changed and consequently reclassifications have been passed in terms of GRAP 1 para 49. No other reclassifications took place in the current fianancial year.

The Municipal Regulations on Standard Chart of Accounts (mSCOA) came into effect on 1 July 2017. The municipality has been in compliance with the mSCOA ever since adoption but this year it also adopted voluntarily the NT mSCOA AFS Template, which aligns the item segment as per mSCOA to the AFS of a municipality. This did not result in the municipality changing any accounting policies, accounting estimates or the correction of prior period errors but did give rise to a process of reclassification and re-naming of items in the financial statements in terms of mSCOA item classification, as per the NT mSCOA Template. The reclassification of 2021 audited amounts is summaries in the reclassification column below.

The following restatements and adjustments occurred which are set out below:

AUDITOR-GENERAL SOUTH AFRICA
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Notes to the Annual Financial Statements

63. Prior period error and reclassification (continued)

63.1 Adjustments of Statement of financial position items

2022

	Note	Previously reported	Correction of error	Re-classification	Restated
Assets					
Current assets					
Cash and cash equivalents	3	111,896,629	(246,858)	-	111,649,771
Receivables from exchange transactions	5	153,119,571	-	-	153,119,572
Receivables from non-exchange transactions	6	57,455,962	-	-	57,455,962
Other receivables from exchange transactions	8	11,973,032	12,553,900	1,758,898	26,285,830
Inventories	7	53,315,179	-	-	53,315,179
Short term investments	4	222,186,762	246,858	-	222,433,620
VAT Receivable	9	19,509,741	-	-	19,509,741
		629,456,876	**12,553,900**	**1,758,898**	**643,769,675**
Non-current assets					
Investment property	10	412,395,781	(251,884)	-	412,143,897
Property, plant and equipment	11	5,452,746,752	(26,447,985)	-	5,426,298,767
Intangible assets	12	7,222,189	1,341,357	-	8,563,546
Biological assets that form part of agricultural activity	13	6,321,448	(1,178,671)	-	5,142,777
Heritage assets	14	774,002	262,826	-	1,036,828
Long-term receivables	15	7,880,672	-	-	7,880,672
Other receivables from exchange transactions		1,758,898	-	(1,758,898)	-
		5,889,099,742	**(26,274,357)**	**(1,758,898)**	**5,861,066,487**
Total assets		**6,518,556,618**	**(13,720,457)**	**-**	**6,504,836,162**
Net assets and liabilities					
Current liabilities					
Consumer deposits	16	19,530,073	1,477,759	-	21,007,832
Trade and other payables	20	291,764,513	-	3,238,840	295,003,353
Payables from non-exchange transactions	21	14,695,527	808,049	-	15,503,576
Borrowings	19	34,223,893	-	-	34,223,893
Employee benefits	17	61,187,957	(4,716,610)	-	56,471,347
Lease liabilities		3,739,474	-	-	3,739,474
		425,141,437	**(2,430,802)**	**3,238,840**	**425,949,475**
Non-current liabilities					
Borrowings	19	334,733,125	-	-	334,733,125
Employee benefits	17	200,444,000	-	-	200,444,000
Provisions	22	141,497,317	-	-	141,497,317
		676,674,442	**-**	**-**	**676,674,442**
Total net assets					
Reserves and funds		-	162,490,630	-	162,490,630
Accumulated surplus		5,416,740,739	(177,019,125)	-	5,239,721,627
		5,416,740,739	**(14,528,495)**	**-**	**5,402,212,257**
Total net assets and liabilities		**6,518,556,618**	**(16,959,297)**	**3,238,840**	**6,504,836,161**

AUDITOR-GENERAL SOUTH AFRICA
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02 December 2022

Notes to the Annual Financial Statements

63. Prior period error and reclassification (continued)

63.2 Adjustments of Statement of financial performance items

2022

	Note	Previously reported	Correction of error	Re-classification	Restated
Revenue					
Non-exchange revenue					
Property rates	23	387,056,677	-	-	387,056,677
Transfers and subsidies	24	264,636,686	-	140,541	264,777,227
Fines, penalties and forfeits	25	108,908,055	-	34,609	108,942,664
Interest on receivables	26	1,970,109	-	-	1,970,109
Donated assets		140,541	-	(140,541)	-
		762,712,068	**-**	**34,609**	**762,746,677**
Exchange revenue					
Services charges - Electricity	27	-	-	632,401,485	632,401,485
Services charges - Water	27	-	-	134,425,800	134,425,800
Services charges - Waste water management	27	-	-	92,638,765	92,638,765
Services charges - Waste management	27	-	-	73,150,291	73,150,291
Rental	28	14,713,664	-	(3,709,147)	11,004,517
Interest on investments	29	19,515,361	-	-	19,515,361
Interest on receivables	26	8,114,051	-	553,337	8,667,388
Licences or permits	30	5,216,026	1,584,926	9,051	6,810,003
Agency services	31	4,833,132	(1,584,926)	-	3,248,206
Operational revenue	32	40,953,114	-	(36,135,621)	4,817,493
Sales of goods and rendering of services	33	-	-	46,126,642	46,126,642
Gain on disposal of assets	34	9,385,448	(325,513)	-	8,948,654
Services Charges		932,616,341	-	(932,616,341)	-
Gain on disposal of biological assets and agricultural produce		50,747	-	(50,747)	-
Contruction contracts		7,570,000	-	(7,570,000)	-
		1,042,967,884	**(325,513)**	**(776,485)**	**1,041,754,605**
Total revenue		**1,805,679,952**	**(325,513)**	**(741,876)**	**1,804,612,563**
Expenditure					
Employee related cost	35	(543,610,551)	-	1,978,802	(541,631,749)
Remuneration of councillors	36	(19,191,670)	-	534,670	(18,657,000)
Bad debts written off		(108,781,924)	-	-	(108,781,924)
Depreciation and amortisation	38	(192,215,913)	-	(19,904,353)	(212,325,220)
Finance costs	39	(54,474,647)	-	15,917,965	(38,556,682)
Bulk Purchases	40	(453,758,154)	(2)	-	(453,758,156)
Inventory consumed	41	-	(2,427)	(34,626,227)	(34,628,654)
Contracted services	42	(227,703,607)	(7)	-	(227,703,614)
Transfers and subsidies	43	(11,009,540)	-	-	(11,009,540)
Operational Cost	44	(143,038,678)	(85)	30,190,276	(112,848,487)
Operating leases	45	(14,880,942)	-	-	(14,880,942)
Contribution to/from provision		(6,874,912)	-	-	(6,874,912)
Cost of housing sold		(1,925,000)	-	1,925,000	-
Contribution to allowance for doubtful debt		(33,985,791)	-	-	(33,985,791)
Fair value adjustments		(922,035)	-	922,035	-
Inventories (write-down)		(18,583)	-	-	(18,583)
Total expenditure		**(1,812,391,947)**	**(2,521)**	**(3,061,832)**	**(1,815,661,254)**

AUDITOR-GENERAL SOUTH AFRICA
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Notes to the Annual Financial Statements

63. Prior period error and reclassification (continued)

63.3 Correction of errors

The following prior period errors adjustments occurred:

Cash and cash equivalents

An item relating to short term investments was incorrectly mapped to cash and cash equivalents. Cash and cash equivalents is consequently restated with the same amount.

Cash and cash equivalents		
Amount previously reported	-	111,896,629
Correction of error	-	(246,858)
	-	**111,649,771**

Other receivables from exchange transactions

An item relating to deposits paid in advance to eskom was incorrectly capitalised in the prior year.

Other receivables from exchange transactions		
Amount previously reported	-	11,973,032
Correction of error	-	12,553,900
Reclassification	-	1,758,898
	-	**26,285,830**

Agency services

An amount of R1584926 was incorrectly mapped to agency services in the prior year. Agency services is consequently restated with the same amount.

Agency services		
Amount previously reported	-	4,833,132
Correction of error	-	(1,593,976)
	-	**3,239,156**

Property, plant and equipment

Errors in relation to calculations occured in the prior year. Seperately disclosed as follows:

Property, plant and equipment		
Amount as previously reported	-	5,452,746,752
Depreciation error	-	(19,629,262)
Unbundling of infrastructure correction	-	994,220
Review of useful life correction	-	2,807,408
Eskom prepayment correction	-	(10,307,818)
Assets disposed of in prior year	-	(312,513)
	-	**5,426,298,787**

AUDITOR-GENERAL SOUTH AFRICA
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02 December 2022

Notes to the Annual Financial Statements

63. Prior period error and reclassification (continued)

Payables from non-exchange transactions

This error relates to an error of which a payment was erroneously made in relation to development charges that was claimed back. This amount claimed back should therefore form part of the unspent grants.

Payables from non-exchange transactions		
Amount previously recorded	-	14,695,527
Correction of error	-	808,049
	-	**15,503,576**

AUDITOR-GENERAL SOUTH AFRICA
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02 December 2022

Notes to the Annual Financial Statements

63. Prior period error and reclassification (continued)

63.4 Reclassification

The reclassfications as presented below are as a result of a template change to bring into effect the changes as proposed by National Treasury in the Mscoa chart. These changes do not constitute a change in accounting policy or a change in the manner in which the transactions occur,but is merely changing the naming conventions. The accounting treatment is consistent with prior years. No other reclassfications according to GRAP3 has occured.

The following reclassifications adjustment occurred in terms of GRAP 1 para 49:

Non-Exchange Revenue

Transfers and subsidies

Government grants and subsidies has been changed to transfers and subsidies in the current financial year per the Mscoa chart. Donated assets has been reclassified from donated assets to transfers and subsidies to the amount of R140 541.

Fines, penalties and forfeits

Per the mSCOA template building plan fines has been reclassified from operational revenue to fines, penalties and forfeits to the amount of R34 609. Consequently this has now been reclassified from exchange revenue to non-exchange revenue.

Exchange Revenue

Service charges

Per the mSCOA template, service charges have been split per individual service and not as a collective item. The total effect of this split is R932 616 341.

Rental

The Rentals line item no longer contains encroachment, interest on rentals and market porters have been reclassified to the required Mscoa line items. These lines items have respectively been reclassified to sale of goods and services, interest from receivables and licences and permits.

Interest on receivables

This interest has been reclassified to interest, dividend and rent on Land

Operational revenue/other income

The mSCOA template has split the previously disclosed line item "other income" into both operational revenue and sales of goods and services. The nature of the previously reported line items has not been changed. The total amount reclassified to sale of goods and services from operational revenue (Other income) amounts to R35 409 882. An amount of R46 126 642 has been reclassified to Sales of goods and rendering of services.

Construction contracts

Construction contracts has been reclassified to sale of goods and rendering of service. The effect of this name change is to the value of R7 570 000.

Expenditure

Employee Related cost

Entertainment cost and workmans compensation have been reclassified as operational cost.

Finance cost

The discounting of financial instruments had been reclassfied to finance cost. This was previously under fair value adjustments

AUDITOR-GENERAL SOUTH AFRICA
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Notes to the Annual Financial Statements

63. Prior period error and reclassification (continued)

Inventory consumed

Inventory consumed had previously been disclosed with general expenditure. This line item is now disclosed seperately on the face of the statement of financial performance as per the Mscoa chart. The cost of housing sold has also been reclassified to this line item.

Operational cost

Operational cost was previously named general expenditure. Inventory consumed was reclassified and is presented on the face of the statement of financial performance.

64. Additional disclosure in terms of the Broad-Based Black Economic Empowerment Act

Information on compliance with the Broad-Based Black Economic Empowerment Act (B-BBEE) is included in the Annual Report under the section titled Employment Equity.

65. Events after the reporting date

The outbreak of COVID-19 has resulted in authoroties implementing numerous measures to try contain the virus, such as travel bans and restrictions both within Republic of South Africa and around the world. These measures have not only negatively impacted consumer and business spending habits, they have adversely impacted and may further impact our operations and operations of our consumers. These measures may remain in place for a significant period of time and they are likely to continue to adversely affect our service delivery and financial condition. We do not yet know the full exent of the impact on the municipality or our consumers or the economy as a whole. However, the effects could have a material impact on our operations and we will continue to monitor the COVID-19 situation closely.

Currently there are no events after the reporting date to report on.

AUDITOR-GENERAL SOUTH AFRICA
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02 December 2022

ANNEXURE B: ANNUAL PERFORMANCE REPORT 2021/22

STELLENBOSCH

STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Annual Performance Report

2021/22

(01 July 2021 – 30 June 2022)

Table of Contents

1. PURPOSE 2
2. LEGISLATIVE REQUIREMENTS 2
3. MUNICIPAL OVERVIEW 2
   3.1 Vision 3
   3.2 Socio-economic status 4
4. PERFORMANCE MANAGEMENT OVERVIEW 5
   4.1 Top Layer Service Delivery and Budget Implementation Plan 5
   4.2 Departmental Service Delivery and Budget Implementation Plan 6
5. PLANNED TARGETS VS ACTUAL RESULTS FOR THE 2021/22 FINANCIAL YEAR 6
   5.1 Municipal performance per National Key Performance Indicator 7
      5.1.1 Municipal Transformation and Institutional Development 7
      5.1.2 Basic Service Delivery 7
      5.1.3 Local Economic Development 7
      5.1.4 Municipal Financial Viability and Management 7
      5.1.5 Good Governance and Public Participation 8
   5.2 Overall performance per Municipal Strategic Focus Area 8
      5.2.1 SFA 1 - Valley of Possibility 9
      5.2.2 SFA 2 - Green and Sustainable Valley 11
      5.2.3 SFA 3 - Safe Valley 14
      5.2.4 SFA 4 - Dignified Living 15
      5.2.5 SFA 5 - Good Governance and Compliance 18

List of Figures

Figure 3:1 Location of the Stellenbosch Municipality 3

List of Tables

Table 1: Total population 4
Table 2: Total number of households 4
Table 3: Access to Services 4
Table 4: Performance Management System Checklist 5
Table 5: Performance Assessment Criteria 6
Table 6: NKPA- Municipal Transformation and Institutional Development 7
Table 7: NKPA- Basic Service Delivery 7
Table 8: NKPA- Local Economic Development 7
Table 9: NKPA- Municipal Financial Viability and Management 7
Table 10: NKPA- Good Governance and Public Participation 8
Table and Graph 11: Overall performance per SFA- 01 July 2021 – 30 June 2022 8

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1. PURPOSE

The Annual Performance Report 2021/22 is hereby submitted to the Stellenbosch Municipal Council in terms of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), Section 46(1) and (2). The report covers the municipality's performance information from 01 July 2021 to 30 June 2022 and focuses on the implementation of the Top Layer (TL) Service Delivery and Budget Implementation Plan (SDBIP) 2021/22, concerning the objectives as encapsulated in the municipality's Integrated Development Plan (IDP) for the year under review.

The format of the report will reflect the Stellenbosch Municipality's Key Performance Indicators (KPIs) per Strategic Focus Area (SFA).

This report will also endeavour to report to Council on the municipality's performance in terms of the five (5) National Government's Key Performance Areas for local government, which are (1) Basic Service Delivery; (2) Local Economic Development; (3) Municipal Institutional Transformation and Development; (4) Municipal Financial Viability and Management and (5) Good Governance and Public Participation.

2. LEGISLATIVE REQUIREMENTS

This Annual Performance Report has been compiled in compliance with the requirements of Section 46(1) of the MSA, which stipulates that:

(1) A municipality must prepare for each financial year a performance report reflecting—
- (a) the performance of the municipality and each external service provider during that financial year;
- (b) a comparison of the performance referred to in paragraph (a) with targets set for performance in the previous financial year; and
- (c) measures taken to improve performance.

In addition, regulation 7(1) of the Local Government: Municipal Planning and Performance Management Regulations, 2001 states that "A Municipality's Performance Management System entails a framework that describes and represents how the municipality's cycle and processes of performance planning, monitoring, measurement, review, reporting and improvement will be conducted, organised and managed, including determining the roles of the different role players." Performance management is not only relevant to the organisation as a whole but is also applicable to the individuals employed in the organisation as well as the external service providers.

3. MUNICIPAL OVERVIEW

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 that year. Today, the area has become primarily known for its extraordinary wines, fruit, world-renowned cultural landscapes and exceptional scenic quality. The towns of Stellenbosch and Franschhoek are renowned for various architectural styles such as Dutch, Georgian and Victorian, which reflect their rich heritage and traditions, but also the divisions of the past.

The area houses excellent educational institutions, including the University of Stellenbosch, Boland College, sports and culinary institutions 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. The area's numerous wine farms and cellars are very popular and the area is the home of the very first wine route in South Africa.

The town boasts a variety of sport facilities. Coetzenburg, with its athletics and rugby stadiums, has hosted star performances over many generations while the Danie Craven Stadium is the home of Maties rugby, the largest rugby club in the world. The municipal area has several theatres, which include the University's HB Thom Theatre, Spier Amphitheatre, Dorpstraat Theatre, Aan de Braak Theatre, and Oude Libertas Amphitheatre – well-known for its summer season of music, theatre and dance.

Limited municipal resources require an increase in multi-sectoral partnerships to address the broad spectrum of needs in the community. The municipality cannot address the challenges of Stellenbosch on its own, not only because of limited resources but also because it does not control all the variables impacting on growth and development of the town. Welfare and community organisations play a leading role in assisting to meet the needs of previously neglected communities. The business sector also plays a key role in shaping the economic development of the municipal area.

Figure 3:1 Location of the Stellenbosch Municipality



3.1 Vision

"Valley of Opportunity and Innovation"

3.2 Socio-economic status

Table 1: Total population

Total population		
2019/20	**2020/21**	**2021/22**
186 274*	192 879**	196 036***

**Western Cape Government, 2018 & 2019 Socio-economic Profile, Stellenbosch Municipality*
*** DLG 2020 Socio-Economic Profile- Stellenbosch Municipality*
**** Western Cape, Social – Economic Profile 2021*

Table 2: Total number of households

Households	2019/20	2020/21	2021/22
Number of households in the municipal area	52 374*	52 374*	52 374*
Number of registered indigent households in the municipal area	7 011	7 283	4 681

*STATSSA, 2011

Table 3: Access to Services

Community Survey 2016	Stellenbosch	Cape Winelands District
Formal main dwelling	34 071	191 077
	65,1%	81,0%
Water (piped inside dwelling / within 200m)	51 581	232 605
	98,5%	98,6%
Electricity (primary source of lighting)	51 386	228 650
	98,1%	96,9%
Sanitation (flush / chemical toilet)	47 594	218 483
	90,9%	92,6%
Refuse removal (at least weekly)	37 207	192 974
	71,0%	81,8%

Source: Western Cape, Socio-Economic Profile 2018

4. PERFORMANCE MANAGEMENT OVERVIEW

To improve on perforce planning, implementation, measurement and reporting, the municipality implemented the following actions:

- Departmental operational plans were developed for monitoring and reporting operational programmes;
- An electronic performance management system is operational within the municipality. The same system forms the basis of performance evaluations of the Directors and the Municipal Manager; and
- The municipality endeavoured during the development of the TL SDBIP as well as with the development of the Departmental SDBIP that the "SMART" principle be adhered to in the setting of indicators and targets. Emphasis was placed on ensuring that indicators and targets were specific and time-bound, thus making it measurable.

Table 4: Performance Management System Checklist

	Performance Management Policy	All MSA s57/56 Performance contracts signed	Audit Committee	Municipal Public Accounts Committee (MPAC)	Quarterly Performance Reporting to Council	Annual Performance Reporting to Council
In place?	√	√	√	√	√	√

4.1 Top Layer Service Delivery and Budget Implementation Plan

The organisational performance is evaluated using a Municipal Scorecard (the TL SDBIP) at the organisational level and through the Service Delivery and Budget Implementation Plan (SDBIP) at the directorate and departmental levels.

The SDBIP is a plan that converts the IDP and Budget into measurable indicators of how, where and when the municipality's strategies, objectives and normal business processes are implemented. It also allocates responsibilities to directorates to deliver the services in terms of the IDP and Budget.

The MFMA Circular No.13 prescribes that:

- The IDP and budget must be aligned;
- The budget must address the strategic priorities;
- The SDBIP should indicate what the municipality is going to do during next the 12 months; and
- The SDBIP should form the basis for measuring the performance against goals set during the budget / IDP processes.

The TL SDBIP was prepared as described in the paragraphs below and approved by the Executive Mayor on 23 June 2021.

The approved TL SDBIP 2021/22 was revised in February 2022. These revisions were made in line with the adjustment budget, internal audit findings and (if any) recommendations made by the Auditor General of South Africa (AGSA).

The overall assessment of actual performance against targets set for the Key Performance Indicators as documented in the SDBIP is illustrated in terms of the following assessment methodology:

Table 5: Performance Assessment Criteria

Colour	Category	Explanation
N/A	KPI Not Yet Measured	KPIs with no targets or actual results for the selected period
R	KPI Not Met	Actual vs. target less than 75%
O	KPI Almost Met	Actual vs. target between 75% and 100%
G	KPI Met	Actual vs. target 100% achieved
G2	KPI Well Met	Actual vs. target more than 100% and less than 150% achieved
B	KPI Extremely Well Met	Actual vs. target more than 150% achieved

The TL SDBIP (the Municipal Scorecard) consolidate service delivery targets set by Council / Senior Management and provides an overall picture of performance for the municipality as a whole, reflecting performance on its strategic priorities. The TL SDBIP is a detailed one-year plan and the necessary components should include:

- Monthly projections of revenue to be collected for each source;
- Expected revenue to be collected not billed;
- Monthly projections of expenditure (operating and capital) and revenue for each vote;
- Quarterly projections of service delivery targets and performance indicators for each vote;
- Non-financial measurable performance objectives in the form of targets and indicators; and
- Detailed capital project plan broken down by ward over three years.

4.2 Departmental Service Delivery and Budget Implementation Plan

The Departmental Service Delivery and Budget Implementation Plan (the detailed SDBIP) captures each Directorate's performance. Unlike the TL SDBIP, which reflects on the strategic performance of the municipality, the Departmental SDBIP 2021/22 provides a comprehensive picture of the performance per Directorate, Department and Section. It was compiled by the Directors and Senior Managers for their respective Departments and Sections and consists of objectives, indicators and targets derived from the approved TL SDBIP 2021/22.

5. PLANNED TARGETS VS ACTUAL RESULTS FOR THE 2021/22 FINANCIAL YEAR

This section of the Annual Performance Report 2021/22 will report on the municipality's actual performance against the planned targets as derived from the municipality's IDP. Because the municipality has developed five (5) Strategic Focus Areas (SFAs), the performance reporting will follow these themes.

5.1 Municipal performance per National Key Performance Indicator

5.1.1 Municipal Transformation and Institutional Development

Table 6: NKPA- Municipal Transformation and Institutional Development

INDICATOR	MUNICIPAL ACHIEVEMENT 2020/21	MUNICIPAL ACHIEVEMENT 2021/22
The number of people from employment equity target groups employed in the three highest levels of management in compliance with a municipality's approved employment equity plan	5	3
The percentage of a municipality's budget actually spent on implementing its workplace skills plan	R2 831 705 / R1 779 347 338 =0.16%	R2 567 666 / R598 305 199 x 100 = 0.43%

5.1.2 Basic Service Delivery

Table 7: NKPA- Basic Service Delivery

INDICATOR	MUNICIPAL ACHIEVEMENT 2020/21*	MUNICIPAL ACHIEVEMENT 2021/22*
The percentage of households earning less than R6,500 per month with access to free basic services (In the case of Stellenbosch Municipality- the percentage of registered Indigent households are being reported)	100%	100%
The percentage of households with access to basic level of water	100%	100%
The percentage of households with access to basic level of sanitation	100%	100%
The percentage of households with access to basic level of electricity	71%	84%
The percentage of households with access to basic level of solid waste removal	100%	100%

** The percentage of households with access to basic level of water, sanitation, electricity and solid waste services is based on formal households only. The information on informal households and backyard dwellings was not taken into account.*

5.1.3 Local Economic Development

Table 8: NKPA- Local Economic Development

INDICATOR	MUNICIPAL ACHIEVEMENT 2020/21	MUNICIPAL ACHIEVEMENT 2021/22
The number of jobs created through the municipality's local economic development initiatives including capital projects	1 129	1 439

5.1.4 Municipal Financial Viability and Management

Table 9: NKPA- Municipal Financial Viability and Management

INDICATOR	MUNICIPAL ACHIEVEMENT 2020/21	MUNICIPAL ACHIEVEMENT 2021/22
Debt coverage ((Total operating revenue - operating grants received) / Debt service payments due within the year)	29.06%	17.55%
Service debtors to revenue (Total outstanding service debtors / Annual revenue received for services)	8.86%	15.56%
Cost coverage ((Available cash + investments) / Monthly fixed operating expenditure)	2.08	3

5.1.5 Good Governance and Public Participation

Table 10: NKPA- Good Governance and Public Participation

INDICATOR	MUNICIPAL ACHIEVEMENT 2020/21	MUNICIPAL ACHIEVEMENT 2021/22
The percentage of a municipality's capital budget actually spent on capital projects identified for a particular financial year in terms of the municipality's integrated development plan	86.54%	84.29%

5.2 Overall performance per Municipal Strategic Focus Area

The following graph and table illustrate the Municipality's overall performance per Municipal Strategic Focus Area (SFA).

Stellenbosch Municipality		Municipal Strategic Focus Areas (SFAs)				
		SFA 1 - Valley of Possibility	SFA 2 - Green and Sustainable Valley	SFA 3 - Safe Valley	SFA 4 - Dignified Living	SFA 5 - Good Governance and Compliance
KPI Not Yet Measured	-	-	-	-	-	-
KPI Not Met	3 (6.98%)	-	-	-	1 (8.33%)	2 (12.50%)
KPI Almost Met	6 (13.95%)	1 (16.67%)	2 (33.33%)	-	1 (8.33%)	2 (12.50%)
KPI Met	22 (51.16%)	3 (50%)	3 (50%)	3 (100%)	3 (25%)	10 (62.50%)
KPI Well Met	8 (18.60%)	1 (16.67%)	-	-	6 (50%)	1 (6.25%)
KPI Extremely Well Met	4 (9.30%)	1 (16.67%)	1 (16.67%)	-	1 (8.33%)	1 (6.25%)
Total:	43	6	6	3	12	16
	100%	13.95%	13.95%	6.98%	27.91%	37.21%

Table and Graph 11: Overall performance per SFA- 01 July 2021 – 30 June 2022

5.2.1 SFA 1 - Valley of Possibility

SFA 1 - VALLEY OF POSSIBILITY											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL88	KPI007	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	1 129	1 300	1 300	**1 300**	**1 439**	G2		
TL89	KPI008	Land-use applications considered by the Municipal Planning Tribunal (MPT) within 120 days from the date of a complete land-use application	Percentage of land-use applications considered by the MPT within 120 days from the date of a complete land-use application	58%	75%	75%	**75%**	**66.66%**	O	10 / 15 x 100 = 66.66%	Electronic Town Planning Application Management System (TPAMS) to be implemented as of 01 July 2022. Request for additional human resource capacity for the Land Use Management Section submitted for consideration.
TL90	KPI009	Training opportunities provided for entrepreneurs and Small, Medium and Micro Enterprises (SMMEs)	Number of quarterly training opportunities provided for entrepreneurs and SMMEs	5	4	4	**4**	**11**	B		
TL91	KPI010	Revised Spatial Development Framework (SDF) submitted to Council	Number of Revised SDFs submitted to Council by 30 June	New KPI	1	1	**1**	**1**	G		
TL92	KPI012	Revised Housing Pipeline (document) submitted to the Mayoral Committee (MayCo)	Number of Revised Housing Pipelines (documents) submitted to the MayCo by 31 May	1	1	1	**1**	**1**	G		

SFA 1 - VALLEY OF POSSIBILITY										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL93	KPI080	Submission of the Tourism Strategic Plan to the Municipal Manager	Number of Tourism Strategic Plans submitted to the Municipal Manager by 30 June	1	1	1	**1**	**1**	G		

Summary of Results: SFA 1 - Valley of Possibility

N/A	KPIs with no targets or actuals in the selected period	0
R	KPI Not Met	0
O	KPI Almost Met	1
G	KPI Met	3
G2	KPI Well Met	1
B	KPI Extremely Well Met	1
Total KPIs		**6**

5.2.2 SFA 2 - Green and Sustainable Valley

SFA 2 - GREEN AND SUSTAINABLE VALLEY											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL94	KPI016	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	1	**1**	**1**	G		
TL95	KPI073	Implementation of identified waste minimisation projects	Number of identified waste minimisation projects implemented by 30 June	2	2	2	**2**	**2**	G		
TL96	KPI018	Building plan applications of <500sqm decided on within 30 days	Percentage of building plan applications of <500sqm decided on within 30 days after date of receipt	64.30%	80%	70%	**70%**	**62.35%**	O	1 022 / 1 639 x 100 = 62.35%	Request for additional human resource capacity for the Building Development Management Section submitted for consideration. Version 2 of the electronic Building Plan Application Management System (BPAMS) to be implemented as of 01 July 2022.
TL97	KPI019	Waste water quality measured ito the Department of Water and Sanitation's License Conditions for physical and micro parameters	Percentage waste water quality compliance as per analysis certificate, measured quarterly	51%	70%	70%	**70%**	**51.75%**	O	Stellenbosch WWTW: The treatment technology cannot reach the limits of all the parameters. The process is due to complying with General Limits. Klapmuts WWTW: Challenges with sludge handling cause high suspended solids and affect other	Stellenbosch WWTW: The treatment technology cannot reach the limits of all parameters. The process is due to complying with General Limits. The corrective action is to correct the licence condition with the DWS. Klapmuts WWTW:

SFA 2 - GREEN AND SUSTAINABLE VALLEY										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
										parameters negatively. Pniël WWTW: The plant is running in overload conditions. However, the upgrading of the plant has commenced and is starting to yield positive results as seen with an 88.89% compliance result for June 2022. Wemmershoek WWTW: This plant needs repair and upgrade. Phase 1 of this process is to improve sludge handling. This will reduce suspended solids and increase disinfection effectiveness. Phase 2 will improve the process by increasing capacity and shock handling ability. This should start at the beginning of 2023.	Corrective action is to procure and install additional Belt Press in this financial year. The budget is available. Pniël WWTW: Upgrades to the plant will be completed by 31 December 2022. Wemmershoek WWTW: Plant in need of repair and upgrade. Phase 1 of this process is to improve sludge handling and will be completed by 31 December 2022. This will reduce suspended solids and increase disinfection effectiveness. Phase 2 will improve the process by increasing capacity and shock handling ability. This should start at the beginning of 2023.
TL98	KPI078	Submission of the Revised Facility Management Plan to the MayCo	Number of Revised Facility Management Plans submitted to the MayCo by 31 May	0	1	1	**1**	**1**	G		
TL99	KPI081	Reduce organic waste	Percentage of organic waste reduced by 30 June	48%	20%	20%	**20%**	**42%**	B	5 960,4 / 14 147,5 x 100 = 42.13%	

SFA 2 - GREEN AND SUSTAINABLE VALLEY											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
										A total of 5 960,4-ton garden (organic) waste was diverted from a total of 14 147,5-ton total waste to the Landfill (excl. builders' rubble)	

Summary of Results: SFA 2 - Green and Sustainable Valley

N/A	KPIs with no targets or actuals in the selected period	0
R	KPI Not Met	0
O	KPI Almost Met	2
G	KPI Met	3
G2	KPI Well Met	0
B	KPI Extremely Well Met	1
Total KPIs		**6**

5.2.3 SFA 3 - Safe Valley

SFA 3 - SAFE VALLEY											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL101	KPI025	Revised Disaster Management Plan submitted to the Municipal Manager	Number of Revised Disaster Management Plans submitted to the Municipal Manager by 31 March	1	1	1	**1**	**1**	G		
TL102	KPI026	Revised Safety and Security Strategy submitted to the Municipal Manager	Number of Revised Safety and Security Strategies submitted to the Municipal Manager by 30 April	1	1	1	**1**	**1**	G		
TL103	KPI027	Revised Traffic Management Plan submitted to the Municipal Manager	Number of Revised Traffic Management Plans submitted to the Municipal Manager by 31 March	1	1	1	**1**	**1**	G		

Summary of Results: SFA 3 - Safe Valley

N/A	KPIs with no targets or actuals in the selected period	0
R	KPI Not Met	0
O	KPI Almost Met	0
G	KPI Met	3
G2	KPI Well Met	0
B	KPI Extremely Well Met	0
Total KPIs		**3**

5.2.4 SFA 4 - Dignified Living

SFA 4 - DIGNIFIED LIVING										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL104	KPI037	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	0	50	50	**50**	**0**	R	A contractor was appointed to construct the waterborne toilet facilities. However, delays were experienced due to the fact that the site were ~~not~~ made inaccessible by the residents. Consequently, site establishment could not be done by the contractor. Additional land invasions also occurred in the Kayamandi area, which further hampered site establishment and the construction of the waterborne toilet facilities.	Community meetings were held with the assistance of the Ward Councillor. Consequently, a number of structures were relocated. However, the rest of the community refused to move their structures. The underground infrastructure was completed to connect 36 waterborne toilet facilities to the sewerage network of the municipality.
TL105	KPI039	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%**	**100%**	G	4 681 / 4 681 x 100 = 100%	
TL106	KPI040	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 average electricity losses measured by 30 June	8.86%	<9%	<9%	**<9%**	**9.60%**	O	(393 194 417kWh – 355 429 150kWh) / 393 194 417kWh x 100 = 9.60%	The municipality will conduct an electricity losses audit on the municipal-owned electricity infrastructure by 30 September 2022. The electricity losses audit report will thereafter be submitted to

SFA 4 - DIGNIFIED LIVING										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
											MayCo by 30 November 2022 to consider and implement identified measures to curb electricity losses.
TL107	KPI041	Water quality measured quarterly ito the SANS 241 physical and micro parameters	Percentage water quality level as per analysis certificate, measured quarterly	94.60%	90%	90%	**90%**	**95%**	G2		
TL108	KPI042	Limit unaccounted water to less than 25%	Average percentage water losses measured quarterly	14.90%	<25%	<25%	**<25%**	**18.70%**	G2	1 991 133kl / 10 660 846kl x 100 = 18.70%	
TL109	KPI043	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	71%	65%	65%	**65%**	**~~84%~~ 100%**	B	~~4 982 / 5 913 x 100 = 84.25%~~ 4 681 / 4 681 x 100 = 100%	
TL110	KPI044	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%**	**100%**	G	4 681 / 4 681 x 100 = 100%	
TL111	KPI045	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	100%	100%	100%	**100%**	**100%**	G	4 681 / 4 681 x 100 = 100%	
TL112	KPI074	Formal households with access to water (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to water, measured quarterly	26 588	25 500	25 500	**25 500**	**26 825**	G2		
TL113	KPI075	Formal households with access to electricity (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to electricity, measured quarterly	26 588	24 000	25 500	**25 500**	**26 825**	G2		

SFA 4 - DIGNIFIED LIVING											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL114	KPI076	Formal households with access to refuse removal (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to refuse removal, measured quarterly	26 588	25 500	25 500	**25 500**	**26 825**	G2		
TL115	KPI077	Formal households with access to sanitation (NKPI Proxy - MSA, Reg. S10(a))	Number of formal households with access to sanitation, measured quarterly	26 588	25 500	25 500	**25 500**	**26 825**	G2		

Summary of Results: SFA 4 - Dignified Living

N/A	KPIs with no targets or actuals in the selected period	0
R	KPI Not Met	~~2~~ 1
O	KPI Almost Met	~~0~~ 1
G	KPI Met	3
G2	KPI Well Met	6
B	KPI Extremely Well Met	~~1~~ 1
Total KPIs		**12**

5.2.5 SFA 5 - Good Governance and Compliance

SFA 5 - GOOD GOVERNANCE AND COMPLIANCE											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL116	KPI055	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)	2.08	4	4	**4**	**3**	O	((R137 877 710 - R31 403 223) + R305 522 446) / (R1 925 045 253 / 12)	For the 2021/22 financial year the municipality implemented cost containment measures as well as operational efficiencies to limit the increase in operational expenditure. These measures will be continued to be implemented for the 2022/23 financial year.
TL117	KPI056	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%	96%	**96%**	**96%**	G	(R340 154 461 + R1 503 715 088 - R394 866 379 - R5 153 866) / R1 503 715 088 x 100 = 96%	
TL118	KPI057	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	86.54%	90%	90%	**90%**	**84.29%**	O	R340 119 617 / R403 507 635 x 100 = 84.29%	Supply chain management indicators were developed and allocated to each Snr Manger in the Departmental SDBIP 2022/23. These indicators are also aligned to the Demand Management Plan.

SFA 5 - GOOD GOVERNANCE AND COMPLIANCE										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL119	KPI058	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%	60%	60%	**60%**	**33.30%**	R	2 / 6 x 100 = 33.33% At each shortlisting panel meeting, the statistics and underrepresented target groups are indicated to the panel. In some instances, there are no qualifying candidates from the underrepresented groups. It also happens in some instances that candidates on the shortlist from underrepresented groups do not perform well enough in the interview to be appointed.	Critical vacancies had to be filled thereby appointing qualifying candidates. Measures are in place on the criteria to be followed when shortlisting is done on candidates within the EE target groups.
TL120	KPI059	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) x100), measured by 30 June	0.62%	0.20%	0.20%	**0.20%**	**0.43%**	B	R2 567 666 / R598 305 199 x 100 = 0.43%	
TL121	KPI060	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	29.06%	15%	15%	**15%**	**17.55%**	G2	(R1 199 695 618 - R289 060 524) / R51 902 261	

SFA 5 - GOOD GOVERNANCE AND COMPLIANCE										
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
TL122	KPI061	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	8.86%	27%	27%	**27%**	**15.56%**	R	R169 165 030 / R1 086 839 110 x 100 = 15.56%	A Revenue Enhancement Strategy was developed as well as a Debt Review Committee was established to monitor the progress on outstanding debt and deliberating on acceptable and reasonable arrangements for the settlements of arrear debts by all affected municipal debtors. These initiatives will continue to be implemented during the 2022/23 financial year.
TL123	KPI062	Revised Risk-Based Audit Plan (RBAP) submitted to the Audit Committee	Number of Revised RBAPs submitted to the Audit Committee by 30 June	1	1	1	**1**	**1**	G		
TL124	KPI063	AGSA Audit Action Plan (AAP) submitted to the Audit Committee	Number of AGSA Audit Action Plans submitted to the Audit Committee by 28 February	0	1	1	**1**	**1**	G		
TL125	KPI064	Revised Strategic Risk Register (SRR) submitted to the Risk Management Committee	Number of Revised Strategic Risk Registers submitted to the Risk Management Committee by 30 June	1	1	1	**1**	**1**	G		
TL126	KPI065	Revised Information and Communication Technology (ICT) Backup Disaster Recovery Plan	Number of Revised ICT Backup Disaster Recovery Plans submitted to the ICT Steering Committee by 31 March	1	1	1	**1**	**1**	G		

SFA 5 - GOOD GOVERNANCE AND COMPLIANCE											
Ref	IDP Ref	KPI Name	Description of Unit of Measurement	Past Year Performance	Original Annual Target	Revised Annual Target	Overall Performance 01 July 2021 to 30 June 2022			Performance comments / Reason(s) for deviation from target (under and over performance)	Improvement Plan(s) to correct deviation from target (underperformance)
							Target	Actual	R		
		submitted to the ICT Steering Committee									
TL127	KPI066	Revised Strategic ICT Plan submitted to the ICT Steering Committee	Number of Revised Strategic ICT Plans submitted to the ICT Steering Committee by 31 March	1	1	1	**1**	**1**	G		
TL128	KPI067	Draft Integrated Development Plan (IDP) submitted to Council	Number of Draft IDPs submitted to Council by 31 March	1	1	1	**1**	**1**	G		
TL129	KPI070	IDP / Budget / SDF time schedule (process plan) submitted to Council	Number of IDP / Budget / SDF time schedules (process plan) submitted to Council by 31 August	1	1	1	**1**	**1**	G		
TL131	KPI072	Submission of a Draft Smart City Framework to the MayCo	Number of Draft Smart City Frameworks submitted to the MayCo by 31 May	New KPI	1	1	**1**	**1**	G		
TL132	KPI084	Submission of a new Comprehensive Integrated Transport Plan (CITP) to the MayCo	Number of new Comprehensive Integrated Transport Plans (CITPs) submitted to the MayCo by 30 June	1	1	1	**1**	**1**	G		

Summary of Results: SFA 5 - Good Governance and Compliance

N/A	KPIs with no targets or actuals in the selected period	0
R	KPI Not Met	2
O	KPI Almost Met	2
G	KPI Met	10
G2	KPI Well Met	1
B	KPI Extremely Well Met	1
Total KPIs		**16**

GERALDINE METTLER
MUNICIPAL MANAGER

DATE: .....

ANNEXURE C: AUDIT AND PERFORMANCE AUDIT COMMITTEE ANNUAL REPORT 2021/22

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Report of the Audit and Performance Audit Committee

This report of the Audit and Performance Audit Committee of Stellenbosch Municipality is in respect of the 2021/2022 financial year. The Audit and Performance Audit Committee has complied with its responsibilities in terms of Section 166 of the MFMA and applicable Treasury Regulations. The Committee has also regulated its affairs and discharged its responsibilities concordant to the approved Audit Committee Charter. The Committee's operation is guided by the MFMA, the King IV report on Corporate Governance and International Institute of Internal Auditor's Standards.

The Committee consists of four independent members, elected by the Council: Linda Nene (Chairperson), Tsepo Lesihla, Vincent Botto and June Williams. The Council appointed the Chairperson of the Committee, an independent member. The Municipal Manager, Chief Financial Officer, Directors, Chief Audit Executive, Senior Manager Governance, Chief Risk Officer, MPAC Chairperson, and External Auditors are permanent invitees to the Committee meetings.

Execution of Functions

The Audit and Performance Audit Committee has executed its duties and responsibilities during the financial year in accordance with its terms of reference as they relate to the Council's accounting, external and internal auditing processes, internal control, governance, predetermined objectives and performance monitoring, compliance with laws and regulations, risk management, combined assurance and information technology governance and financial reporting practices.

During the year under review, the Committee, amongst other matters,

1.1 In respect of the External Auditors and the External Audit

i. Approved the External Auditors' (Auditor-General of RSA) terms of engagement and strategy, the audit plan and budgeted audit fees payable;
ii. Engaged and interrogated extensively the Audit report and management report of the Auditor General at the Audit and Performance Audit Committee meeting dated 29th November 2022;
iii. Considered the audit outcome of the Municipality extensively and communicated the Audit and Performance Audit Committee's satisfaction and congratulated the Accounting Officer and Management on the Clean Audit Outcome;
iv. Based on the audit outcome recommendations were made by the Audit and Performance Audit Committee on the other important matters as well as control deficiencies identified in the Auditor-Generals' management report;

v. Management have been requested by the Audit and Performance Audit Committee to improve business processes impacting the annual financial statements compilation and reconciliations of transactions, more specially to limit repeat findings of which there were 2 findings relating to errors on the AFS;
vi. Management are urged to strengthen controls to adequately monitor non-compliance with laws and regulations on a timely basis;
vii. Management were requested to concentrate on accurate presentation and review of the annual financial statements submitted to the Auditor General for audit;
viii. The supervision and review process needs to be interrogated to prevent, detect and correct misstatements on a timely basis and the controls designed to monitor compliance with regulations that are not always able to prevent or report the instances of non-compliance in a timely manner to allow for corrective action; and
ix. The quality of submitted financial statements can still be improved on; thus, management is encouraged to develop action plans early to allow for the improvement in the next reporting cycle.

1.2 In respect of the Annual Financial Statements (AFS)

i. Confirmed the going concern as the basis of preparation of the annual financial statements;
ii. Examined, reviewed and interrogated the annual financial statements, performance report as well as financial information disclosed to the public prior to submission and approval by Council;
iii. Reviewed reports on the adequacy of the portfolio and specific impairments and impairment of other assets;
iv. Ensured that the annual financial statements fairly represented the financial position of the Stellenbosch Municipality as at the end of the financial year in accordance with South African Standards of GRAP and in the manner required by the MFMA and DORA;
v. Considered the appropriateness of accounting treatments, significant unusual transactions and management accounting judgements;
vi. Considered the appropriateness of the accounting policies adopted by Management and changes thereto;
vii. Through the Chairperson, met separately over the course of the year with the Chief Audit Executive, the Municipal Manager and the External Auditors (Auditor-General of RSA);
viii. Reviewed any significant legal and tax matters that could have a material impact on the financial statements; and
ix. Noted that there were no material reports or complaints received concerning accounting practices, internal financial controls, content of annual financial statements, internal controls and related matters.

1.3 In respect of Internal Control and Internal Audit

i. Reviewed and approved the internal audit mandate, annual and three-year rolling audit plans and evaluated the independence, effectiveness and performance of the Internal Audit Department and compliance with its mandate;
ii. Considered reports of the Internal and external auditors on Council's system of internal control, including internal financial controls and maintenance of effective internal control systems;
iii. Reviewed significant issues raised by the internal audit process and the adequacy of corrective action in response to such findings;
iv. Reviewed significant differences of opinion between the internal audit function and Management and noted that there were no material issues of difference raised and all matters were addressed and resolved;
v. Assessed the adequacy of the performance of the internal audit function and found it to be effective in providing assurance;

vi. Reviewed and monitored the quality assurance and improvement plan submitted by internal audit as required by the IIA Standards;
vii. Assessed the adequacy and sufficiency of available internal audit resources and found these to be limited, as more resources would be required to evaluate the control weaknesses and high-risk areas identified in both the corporate strategic risk, external audit and the audit universe;
viii. Received limited assurance that proper and adequate accounting records were maintained and that systems safeguarded the assets against unauthorised use or the disposal thereof;
ix. Based on the above, the Committee's opinion at the date of this report is that there were some breakdowns in internal control, including internal financial controls, for the year under review in the following areas (it is noted that management are in the process of addressing these concerns):

- Performance management system (PMS)
- Allowances (Overtime, Standby and Scarce Skills)
- Development Contributions (Infrastructure Services)
- Key Controls (Asset Management)
- Pre-determined objectives
- Monthly or regular reconciliations of assets, debtors, and creditors
- Compilation of mid-year or interim AFS

x. In addition, the Committee noted Management's improved responses to conclude on internal findings from the prior and current year as reported in the internal audit follow up reports.

1.4 In respect of Legal and Compliance with Laws and Regulations

i. Reviewed with management matters that could have a material impact on Council;
ii. Monitored compliance with the MFMA and other key legislation applicable to the Municipality, requirements of National and Provincial Treasury, Council's policies, and all other applicable legislation and codes of good governance;
iii. Reviewed reports from the internal and external auditors detailing the extent of compliance.

1.5 In respect of Risk Management, Combined Assurance and Information Technology

During the period under review, Management presented Strategic and Operational Risk profiles for the Municipality to the Audit and Performance Audit Committee who :

i. Considered and reviewed reports from Management on risk management, including fraud risks and information technology risks as they pertain to financial reporting and the going concern assessment;
ii. In respect of the coordination of assurance activities, the Committee reviewed the plans and work outcomes of the external and internal auditors and concluded that these were adequate to address all significant financial, operational and compliance risks facing the Municipality;
iii. Noted the progress made in terms of Combined Assurance and the co-ordination between assurance providers to mitigate the top 10 strategic risks facing the Municipality as well as the emerging risks;
iv. The Audit and Performance Audit Committee took cognisance that Information Technology and IT systems controls needing some improvement in the Auditor General's Management report. Member Tsepo Lesihla, ICT expert, has been appointed to the ICT committee to support management in this respect.

1.6 In respect of Pre-Determined Objectives (PDO's)

The Audit and Performance Audit Committee:

i. The quality of submitted performance information in the Management report is indicated as satisfactory. There were no material findings reported on performance information by the Auditor General and Internal Audit, respectively.
ii. Internal audit has also provided the Audit and Performance Audit Committee with reports on performance on a quarterly basis and no critical findings have been raised.

1.7 In respect of the Finance Function

The Audit and Performance Audit Committee:

i. Considered the existing expertise, resources and experience of the organisation-wide finance functional capacity and has noted that the improvement year on year on the quality of the annual financial statements submitted to the Committee and the AGSA. The number of misstatements corrected on the annual financial statements are noted and impact of external factors recognised. Management intend to report on an action plan in this respect.

ii. The Chief Financial Officer should continue to ensure appropriate measures are in place for the accurate and timeous submission of information to the Office of the Auditor-General.

iii. Noted that there were no findings on Supply Chain Management (SCM) and commends the CFO and his team for this.

1.8 Independence of the External Auditors

The Audit and Performance Audit Committee is satisfied that the Audit General of RSA (AGSA) were independent of the Council. This conclusion was arrived at, inter alia, after taking into account the following factors:

i. The presentations made by the Auditor-General to the Audit and Performance Audit Committee;
ii. The Auditors' independence was not impaired by any consultancy, advisory or other work undertaken by the auditors; and

1.9 General

i. The Audit and Performance Audit Committee has monitored quarterly the Municipality's implementation plan for audit issues raised in the prior year and are satisfied that the matters have been adequately addressed and resolved. Of all the matters raised in the 2021/2022 audit outcome, two (2) have been repeat findings. The Audit and Performance Committee has raised its concern around the repeat findings and the other important matters raised in the Auditor-General's Management Report. The Municipal Manager has given assurance that all of these will be addressed as urgent and tracked for the 2022/2023 financial year.

ii. The Audit and Performance Audit Committee concurs and accepts the conclusions of the External Auditor on the annual financial statements and is of the opinion that the audited annual financial statements be accepted and read together with the report of the Auditor-General.

Stellenbosch Municipality has increasingly been stable in the areas of second and third levels of assurance and governance over a three-year period. There has also been stability in the leadership over the past five financial years. The areas for concern, and where attention is required are highlighted above. The Audit and Performance Committee has made recommendations in these areas which management have committed to.

1.10 Conclusion

I am extremely grateful to the members of the Committee for their dedication and high levels of professionalism and diligence in their duties, as well as their flexibility in accommodating last-minute calls to duty. We are fortunate to have the diversity of skills and expertise available to the Municipality. It would be amiss not to convey on behalf of the Committee our appreciation to the Mayor, the entire Council and its Committees for the leadership, support and oversight they have provided during the year.

Finally, the Audit and Performance Audit Committee would like to express its appreciation to Management, Internal Audit, Risk Management and the Auditor General for the support and co-operation extended during the financial year and for providing the relevant information to enable the Audit and Performance Audit Committee to compile this report. This past year was again challenging and Stellenbosch Municipality should be proud of its elected and appointed leaders for taking control and driving an agenda of sustainability and service delivery and improving its audit results in the process, during a time of great fluidity.

On behalf of the Audit and Performance Audit Committee.



Mr Linda C. Nene FIIA (SA), CCSA, CRMA, CPrac (SA)
Chairperson Audit and Performance Audit Committee
17 January 2023

ANNEXURE D: REPORT OF THE AUDITOR GENERAL OF SOUTH AFRICA 2021/22

Report of the auditor-general to the Western Cape Provincial Parliament and council on the Stellenbosch Municipality

Report on the audit of the financial statements

Opinion

1. I have audited the financial statements of the Stellenbosch Municipality set out on pages 7 to 131, which comprise the statement of financial position as at 30 June 2022, the statement of financial performance, statement of changes in net assets, cash flow statement and statement of comparison of budget and actual amounts for the year then ended, as well as notes to the financial statements, including a summary of significant accounting policies

2. In my opinion, the financial statements present fairly, in all material respects, the financial position of the Stellenbosch Municipality as at 30 June 2022 and its financial performance and cash flows for the year then ended in accordance with the Standards of Generally Recognised Accounting Practice (GRAP) and the requirements of the Municipal Finance Management Act 56 of 2003 (MFMA) and the Division of Revenue Act 9 of 2021 (Dora).

Basis for opinion

3. I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the auditor-general's responsibilities for the audit of the financial statements section of my report.

4. I am independent of the municipality in accordance with the International Ethics Standards Board for Accountants' *International code of ethics for professional accountants (including International Independence Standards)* (IESBA code) as well as other ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.

5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of matters

6. I draw attention to the matters below. My opinion is not modified in respect of these matters.

Restatement of corresponding figures

7. As disclosed in note 63 to the financial statements, the corresponding figures for 30 June 2021 were restated as a result of errors in the financial statements of the municipality at, and for the year ended, 30 June 2022.

Material impairments

8. As disclosed in note 5 to the financial statements, the municipality provided for the impairment of receivables from exchange transactions of R204,3 million (2020-21: R167,1 million).

9. As disclosed in note 6 to the financial statements, the municipality provided for the impairment of receivables from non-exchange transactions of R187,6 million (2020-21: R173,2 million).

Other matter

10. I draw attention to the matter below. My opinion is not modified in respect of this matter.

Unaudited disclosure notes

11. In terms of section 125(2)(e) of the MFMA, the municipality is required to disclose particulars of non-compliance with the MFMA in the financial statements. This disclosure requirement did not form part of the audit of the financial statements and, accordingly, I do not express an opinion on it.

Responsibilities of the accounting officer for the financial statements

12. The accounting officer is responsible for the preparation and fair presentation of the financial statements in accordance with GRAP and the requirements of the MFMA and Dora, and for such internal control as the accounting officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

13. In preparing the financial statements, the accounting officer is responsible for assessing the municipality's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting unless the appropriate governance structure either intends to liquidate the municipality or to cease operations, or has no realistic alternative but to do so.

Auditor-general's responsibilities for the audit of the financial statements

14. My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

15. A further description of my responsibilities for the audit of the financial statements is included in the annexure to this auditor's report.

Report on the audit of the annual performance report

Introduction and scope

16. In accordance with the Public Audit Act 25 of 2004 (PAA) and the general notice issued in terms thereof, I have a responsibility to report on the usefulness and reliability of the reported performance information against predetermined objectives for the selected strategic focus area presented in the annual performance report. I performed procedures to identify material findings but not to gather evidence to express assurance.

17. My procedures address the usefulness and reliability of the reported performance information, which must be based on the municipality's approved performance planning documents. I have not evaluated the completeness and appropriateness of the performance indicators included in the planning documents. My procedures do not examine whether the actions taken by the municipality enabled service delivery. My procedures do not extend to any disclosures or assertions relating to the extent of achievements in the current year or planned performance strategies and information in respect of future periods that may be included as part of the reported performance information. Accordingly, my findings do not extend to these matters.

18. I evaluated the usefulness and reliability of the reported performance information in accordance with the criteria developed from the performance management and reporting framework, as defined in the general notice, for the following selected strategic focus area presented in the municipality's annual performance report for the year ended 30 June 2022:

Strategic focus area	Pages in the annual performance report
Strategic focus area 4 – dignified living	15 to 17

19. I performed procedures to determine whether the reported performance information was properly presented and whether performance was consistent with the approved performance planning documents. I performed further procedures to determine whether the indicators and related targets were measurable and relevant, and assessed the reliability of the reported performance information to determine whether it was valid, accurate and complete.

20. I did not identify any material findings on the usefulness and reliability of the reported performance information for this strategic focus area.

Other matters

21. I draw attention to the matters below.

Achievement of planned targets

22. Refer to the annual performance report on pages 15 to 17 for information on the achievement of planned targets for the year.

Adjustment of material misstatement

23. I identified a material misstatement in the annual performance report submitted for auditing. This material misstatement was on the reported performance information of strategic focus area 4 – dignified living. As management subsequently corrected the misstatement, I did not raise any material findings on the usefulness and reliability of the reported performance information.

Report on the audit of compliance with legislation

Introduction and scope

24. In accordance with the PAA and the general notice issued in terms thereof, I have a responsibility to report material findings on the municipality's compliance with specific matters in key legislation. I performed procedures to identify findings but not to gather evidence to express assurance.

25. I did not identify any material findings on compliance with the specific matters in key legislation set out in the general notice issued in terms of the PAA.

Other information

26. The accounting officer is responsible for the other information. The other information comprises the information included in the annual report. The other information does not include the financial statements, the auditor's report and the selected strategic focus area presented in the annual performance report that have been specifically reported in this auditor's report.

27. My opinion on the financial statements and findings on the reported performance information and compliance with legislation do not cover the other information and I do not express an audit opinion or any form of assurance conclusion on it.

28. In connection with my audit, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements and the selected strategic focus area presented in the annual performance report, or my knowledge obtained in the audit, or otherwise appears to be materially misstated.

29. I did not receive the other information prior to the date of this auditor's report. When I do receive and read this information, and if I conclude that there is a material misstatement therein, I am required to communicate the matter to those charged with governance and request that the other information be corrected. If the other information is not corrected, I may have to retract this auditor's report and re-issue an amended report as appropriate. However, if it is corrected this will not be necessary.

Internal control deficiencies

30. I considered internal control relevant to my audit of the financial statements, reported performance information and compliance with applicable legislation; however, my objective was not to express any form of assurance on it. I did not identify any significant deficiencies in internal control.

Other reports

31. I draw attention to the following engagement conducted by various parties which had, or could have, an impact on the matters reported in the municipality's financial statements, reported performance information, compliance with applicable legislation and other related matters. These reports did not form part of my opinion on the financial statements or my findings on the reported performance information or compliance with legislation.

32. During the year under review the public protector investigated allegations of improper conduct and maladministration at the Stellenbosch Municipality. These allegations related to irregularities in the appointment of two senior officials at the municipality. The public protector's report was submitted to the municipality on 30 March 2022. On 21 June 2022, the municipality submitted a response to the public protector and pursued a review application. The review application was heard by a high court on 28 November 2022. At the date of this report the process had not yet been concluded.

33. On 18 October 2022 the municipality appointed a service provider to investigate instances of irregular and fruitless and wasteful expenditure included in notes 55.2 and 55.3 to the financial statements. This expenditure was on information technology licences procured from various service providers. The investigation was to determine whether unauthorised, irregular and/or fruitless and wasteful expenditure was incurred as a result of the software upgrades of licences purchased, whether legislated procurement processes were followed with the respective service providers and whether evidence of misconduct by officials for the appointment of the service providers exist. At the time of this report the investigation had not yet been concluded.

Auditor - General

Cape Town

2 December 2022

AUDITOR-GENERAL SOUTH AFRICA

Auditing to build public confidence

Annexure – Auditor-general's responsibility for the audit

1. As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements and the procedures performed on reported performance information for the selected strategic focus area and on the municipality's compliance with respect to the selected subject matters.

Financial statements

2. In addition to my responsibility for the audit of the financial statements as described in this auditor's report, I also:

- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control

- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the municipality's internal control

- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the accounting officer

- conclude on the appropriateness of the accounting officer's use of the going concern basis of accounting in the preparation of the financial statements. I also conclude, based on the audit evidence obtained, whether a material uncertainty exists relating to events or conditions that may cast significant doubt on the ability of the Stellenbosch Municipality to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor's report. However, future events or conditions may cause a municipality to cease operating as a going concern

- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation

Communication with those charged with governance

3. I communicate with the accounting officer regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

4. I also provide the accounting officer with a statement that I have complied with relevant ethical requirements regarding independence, and communicate all relationships and other matters that may reasonably be thought to bear on my independence and, where applicable, actions taken to eliminate threats or safeguards applied

6.2	**DRAFT 1st REVIEW OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND THE IDP AND BUDGET PUBLIC PARTICIPATION MEETING SCHEDULE FOR APRIL 2023**

Collaborator No: **746216**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: DRAFT 1st REVIEW OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027 AND THE IDP AND BUDGET PUBLIC PARTICIPATION MEETING SCHEDULE FOR APRIL 2023

2. PURPOSE

To table to the Council for consideration:

(a) The draft 1st Review of the 5th Generation IDP 2022 – 2027, attached as **ANNEXURE A,** to be released for public comment/s; and

(b) The IDP and Budget Public Participation Meeting Schedule, April 2023, attached as **ANNEXURE B**.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

In terms of Section 34(a)(i)(ii) of the Local Government: Municipal Systems Act, 2000 (Act. No. 32 of 2000) (MSA), each municipal council must review its Integrated Development Plan annually in accordance with an assessment of its performance measurements in terms of Section 41 of MSA and to the extent the changing circumstances so demand. Therefore, taking into account the changing circumstances in the municipal environment, including the community's needs and priorities.

The draft 1st Review of the 5th Generation IDP 2022 – 2027 informs the budget of the municipality and also details the municipality's actions to address the vision, mission, strategic objectives and needs of the community.

The municipal IDP must be reviewed annually to ensure that:

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

The Council should take note that the Safety and Security Plan information will be updated in the final IDP document, which will be presented to the Council in May 2023.

A once-off close-out report on the 4th Generation IDP 2017 – 2022 is attached as an annexure to the draft 1st Review of the 5th Generation IDP 2022 – 2027 to provide the Council with a summary of the IDP deliverables achieved during the 4th Generation IDP period of 2017 – 2022. The report also contains multi-year projects and programmes that are scheduled for completion during the 5th Generation IDP 2022 - 2027 period.

At an all-ward councillor meeting on Friday, 10 February 2023 it was resolved that the Stellenbosch Municipality will return to the traditional public participation approach for April 2023. Therefore, area-based physical meetings will be held in the respective areas of Stellenbosch, see attached **ANNEXURE B** for the IDP and Budget public participation meeting schedule.

The public participation period will comprise the period Monday, 3 April – Monday, 24 April 2023, to allow members of the community and stakeholders ample time to provide written inputs and or comments on the draft 1st Review of the 5th Generation IDP 2022 – 2027. The area-based public participation meetings will be held from Wednesday, 12 April to Tuesday, 18 April 2023 in the respective areas with a central venue. The municipality will provide transportation, with pick-up points specified on the meeting schedule.

The listed platforms below will be made available for the community and stakeholders to provide input and comments on the draft 1st Review of the 5th Generation IDP 2022 – 2027:

- A link to an electronic submission form will be active from Monday, 3 April – Monday, 24 April 2023 on the municipal website: www.stellenbosch.gov.za;
- The link to the electronic form will be broadcast via WhatsApp and Email and published on Facebook, Twitter and Stellenbosch Citizen App;
- '*Have your Say'* boxes will be placed at ward offices and libraries; and
- Submissions may be done via:
  - Email: idp@stellenbosch.gov.za;
  - WhatsApp: 067 427 1556;
  - Stellenbosch Citizen App: Download from Google Play Store, iStore, Windows Store and Java.

5. RECOMMENDATIONS

(a) that the Draft 1st Review of the 5th Generation IDP 2022 – 2027 of Stellenbosch Municipality be approved in terms of Section 34 (a)(i)(ii) of the MSA for the purpose of obtaining public inputs and comments, attached as **ANNEXURE A**;

(b) that an advertisement be placed on the official website of the municipality and the local newspaper notifying the public that the Draft 1st Review of the 5th Generation IDP 2022 – 2027 is open for public inputs and comments for a period of 21 days;

(c) that the Draft 1st Review of the 5th Generation IDP 2022 – 2027 be submitted to the Western Cape: Department of Local Government, Western Cape: Provincial Treasury, National Treasury and the Cape Winelands District Municipality; and

(d) that the IDP and Budget Public Participation Meeting Schedule for April 2023 be noted, attached as **ANNEXURE B**.

6. DISCUSSION

6.1 Background

In terms of the provisions of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), each Council must review its Integrated Development Plan in accordance with an assessment of its performance measurements in terms of Section 41 of MSA and to the extent the changing circumstances so demand.

The key dates for the IDP review process form part of the integrated SDF / IDP / Budget Time Schedule approved by the Council in August 2022 to guide the planning and development of the 1st Review of the 5th Generation IDP 2017 – 2022.

The following processes were followed in accordance with the time schedule:

Date	Action(s)
July / August 2022	- Approval of the Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan for 2023/24.
September 2022 – November 2022	- The IDP public participation period was 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 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	- 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 held a strategic session on **15 – 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).

6.2 Financial Implications

There are no financial implications beyond that which was approved in the 2022/23 MTREF Budget.

6.3 Legal Implications

The recommendations in this report comply with all applicable legislation.

Section 25(1):

The municipal council must, within a prescribed period after the start of its elected term, adopt a single, inclusive and strategic plan for the development of the municipality which—

(a) links, integrates and co-ordinates plans and takes into account proposals for the development of the municipality;

(b) aligns the resources and capacity of the municipality with the implementation of the plan;
(c) forms the policy framework and general basis on which annual budgets must be based;
(d) complies with the provisions of this Chapter; and
(e) is compatible with national and provincial development plans and planning requirements binding on the municipality in terms of legislation.

Section 26:

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 or 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.

Section 34:

"**Annual review and amendment of the integrated development plan**

A municipal council-

(a) must review its integrated development plan-

(i) annually in accordance with an assessment of its performance measurements in terms of Section 41; and

(ii) to the extent that changing circumstances so demand; and

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

Section 35(1):

An integrated development plan 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.

Section 36:

A municipality must give effect to its integrated development plan and conduct its affairs in a manner that is consistent with its integrated development plan.

The 2nd Review of the 5th Generation IDP 2022 – 2027 will be compiled during the 2023/24 financial year.

6.4 Staff Implications

This report has no additional staff implications for the municipality.

6.5 Risk Implication

This report has no direct risk implications for the municipality.

6.6 Previous / Relevant Council Resolutions

None.

6.7 Comments from Senior Management

6.7.1 Director: Community and Protection Services

Supported

6.7.2 Chief Financial Officer

Supported

6.7.3 Director: Infrastructure Services

Supported

6.7.4 Director: Corporate Services

Supported

6.7.5 Director: Planning and Economic Development

Supported

6.7.6 Comments from the Municipal Manager

Supported

ANNEXURES

Annexure A: The draft 1st Review of the 5th Generation IDP 2022 – 2027.
Annexure B: IDP and Budget Public Participation Meeting Schedule, April 2023.

(WILL BE DISTRIBUTED UNDER SEPARATE COVER)

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
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E-MAIL ADDRESS	geraldine.mettler@stellenbosch.gov.za
REPORT DATE	06 March 2023

6.3	TABLING OF THE REVISED CAPITAL EXPENDITURE FRAMEWORK

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: TABLING OF THE REVISED CAPITAL EXPENDITURE FRAMEWORK

2. PURPOSE

Is to obtain Council's approval of the Revised Capital Expenditure Framework (CEF).

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The Integrated Urban Development Framework (IUDF) was approved by Cabinet in April 2016, which led to the Integrated Urban Development Grant (IUDG). The IUDG was introduced in the 2019/2020 Division of Revenue Act as a Consolidated Grant for Intermediate City Municipalities (ICMs). Stellenbosch Municipality was identified as one of the municipalities to benefit from this new grant, subject to specified criteria.

The purpose of the ICMs support strategy is to help translate IUDF policy into practical programmes of action in the ICMs.

The business plan for the IUDG is a three-year capital programme that is aligned with a long-term plan (CEF). With the revisions to the SDF and the implementation of the Adam Tas Corridor it required a review of the current Capital Expenditure Framework.

5. RECOMMENDATION

that council approve the revised Capital Expenditure Framework for public comment.

6. DISCUSSION / CONTENTS

According to section 21(n) of the Spatial Planning and Land Use Management Act (SPLUMA), Act No. 16 of 2013, the content of a municipal spatial development framework must determine a CEF for the municipality's development programmes. This means that the CEF is informed by the Spatial Development Framework i.e. stating the spatial vision of the municipality where the CEF states the financial vision of the municipality.

The Integrated Urban Development Framework (IUDF) was approved by Cabinet in April 2016, which led to the Integrated Urban Development Grant (IUDG). The IUDG was introduced in the 2019/2020 Division of Revenue Act as a Consolidated Grant for Intermediate City Municipalities (ICMs). Stellenbosch Municipality was identified as one of the municipalities to benefit from this new grant, subject to specified criteria. The purpose of the ICMs support strategy is to help translate IUDF policy into practical programmes of action in the ICMs.

The business plan for the IUDG is a three-year capital programme that is aligned with a long-term plan (CEF). With the revisions to the SDF and the implementation of the Adam Tas Corridor it required a review of the current Capital Expenditure Framework.

There are a number of key intentions in introducing the CEF as the basis for monitoring the IUDG:

a) To ensure that priorities identified in the spatial development framework are translated into capital programmes;
b) To promote long-term infrastructure planning;
c) To promote infrastructure planning that is better integrated across sectors and spheres and within space; and
d) To promote a more integrated approach to planning within municipalities that brings together technical, financial and planning expertise.

6.1. Financial Implications

The financial implications of this report will be dealt with Medium Term Revenue and Expenditure Framework (Budget).

6.2 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.3 Staff Implications

This report has no staff implications to the Municipality.

6.4 Previous / Relevant Council Resolutions:

None

6.5 Risk Implications

None

Annexure A: Revised Capital Expenditure Framework **(WILL BE DISTRIBUTED UNDER SEPARATE COVER)**

FOR FURTHER DETAILS CONTACT:

NAME	Mr. Kevin Carolus
POSITION	Chief Financial Officer
DIRECTORATE	Financial Services
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REPORT DATE	15 March 2023

6.4	**MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK 2023/2024-2025/2026**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK 2023/2024-2025/2026

2. PURPOSE

The purpose of this report is as follows:

a) The Executive Mayor to table the Medium-Term Revenue and Expenditure Framework (inclusive of property rates charges and taxes, tariffs and service charges), annexures and proposed amendments to the budget related policies and other policies to Council for approval in terms of Section 16(2) of the Municipal Finance Management Act, (Act 56 of 2003).

b) That Council specifically note and consider the need to take up external loans to fund critically needed refurbishment of infrastructure to the amount of R560 million of which over the MTREF R200 million will be required in year one, R200 million in year two and R160 million in year three (refer to Section G: High Level Budget Overview and Table A1 Budget Summary) and confirms draft approval of same in order for the Chief Financial Officer to attend to the necessary legislative requirements.

3. DELEGATED AUTHORITY

FOR APPROVAL BY MUNICIPAL COUNCIL

EXECUTIVE SUMMARY

BUDGET

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

4. RECOMMENDATIONS

(a) that the Draft High Level Budget Summary, as set out in APPENDIX 1 – PART 1 – SECTION C; be approved for public release;

(b) that the Draft Annual Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out in **APPENDIX 1** – PART 1 – SECTION D, be approved for public release;

(c) that the proposed Grants-In-Aid allocations as set out in **APPENDIX 1** – PART 2 – SECTION J, be approved for public release;

(d) that the three-year Capital Budget for 2023/2024, 2024/2025 and 2025/2026, as set out in **APPENDIX 1** – PART 2 – SECTION N, be approved for public release;

(e) that the proposed draft rates on properties in WCO24, tariffs, tariff structures and service charges for water, electricity, refuse, sewerage and other municipal services, as set out in **APPENDIX 3**, be approved for public release;

(f) that the proposed amendments to existing budget related policies and other policies as set out in **APPENDICES 5 - 34**, be approved for public release.

(g) that Council specifically note and consider the need to take up an external loan, needed for investment in income generating infrastructure to the amount of R560 millions of which R200 million will be required in year one, R200 million in year two and R160 million in year three (refer to Section G: High Level Budget Overview and Table A1 Budget Summary) and confirm approval of same;

(h) that Council specifically take note of the fact that the proposed electricity charges and tariff structure is subject to NERSA approval that could change materially; and

(i) that Council takes note of MFMA circulars 122 and 123 that was published to guide the MTREF for 2023/2024 to 2025/2026 as set out in APPENDICES 35 – 36.

5. DISCUSSION / CONTENTS

5.1 Background/ Legislative Framework

Section 16 of the MFMA states that:

(1) The council of a municipality must for each financial year approve an annual budget for the municipality before the start of that financial year.

(2) In order for a municipality to comply with subsection (1), the mayor of the municipality must table the annual budget at a council meeting at least 90 days before the start of the budget year.

Furthermore, section 17 of the MFMA states that:

(1) An annual budget of a municipality must be a schedule in the prescribed format-

a) setting out realistically anticipated revenue for the budget year from each revenue source;

b) appropriating expenditure for the budget year under the different votes of the municipality;

c) setting out indicative revenue per revenue source and projected expenditure by vote for the two financial years following the budget year;

d) setting out-

i. estimated revenue and expenditure by vote for the current year;

ii. actual revenue and expenditure by vote for the financial year preceding the current year.

5.2 Discussion

This MTREF budget is being tabled during a difficult domestic and global economic environment. Domestically, load-shedding has become more persistent and prolonged, impacting on service delivery and threatening the survival of many businesses. Households are under pressure from the rising cost of living, and unemployment remains stubbornly high.

The Finance Minister, in the *Medium-Term Budget Policy Statement* (MTBPS), indicated South Africa is prioritising stable and clear policies that promote economic growth and fiscal health in the midst of an uncertain outlook.

The pursuit of higher growth remains anchored on the following three pillars:

- Firstly, ensuring a stable macroeconomic framework to create a conducive environment for savings, investment and growth.
- Secondly, implementing growth-enhancing reforms in key sectors, particularly in energy and transport.
- And thirdly, strengthening the capacity of the state to deliver quality public services, invest in infrastructure and fight crime and corruption.

Fiscal Strategy

The 2023 Medium Term Budget Policy Statement (MTBPS) sets the course for a fiscal consolidation strategy consisting of the following measures:

- Reduction in fiscal deficit without resorting to tax increases or further cuts in the social wage and infrastructure;
- Achieving a primary fiscal surplus in the current financial year, and maintaining it over the medium term;
- Considering a consolidated position, which includes debt-service costs.
- The consolidated fiscal deficit is projected at 4.2 per cent of GDP for 2022/23, and this will reach 3.2 per cent in 2025/26. (These figures include the impact of the partial take-over of Eskom debt amounting to R254 billion)
- Due to this Eskom debt relief, government debt will stabilise at a higher level of 73.6 per cent of GDP and in 2025/26.
- Government debt is high and as such the debt-service costs as a per cent of main budget revenue will increase from 18 per cent in 2022/23 to 19.8per cent in 2025/26. The gross debt stock is projected to increase from R4.73 trillion in 2022/23 to R5.84 trillion in 2025/26. Debt-service costs are projected to average R366.8 billion annually over the medium term, reaching R397.1 billion in 2025/26.

The risks to the fiscal outlook include a worsening of the economic outlook, a further weakening of the finances of state-owned companies, and an unaffordable public-service wage agreement. Difficult budgeting trade-offs must therefore be made as government continues exercising fiscal restraint.

Accordingly, government non-interest spending will be kept below the level of revenue into the future and will continue targeting the stabilisation of debt.

Economic Growth & Domestic Outlook

Since the 2022 Budget, global growth estimates for 2023 have been revised lower.

The International Monetary Fund projects global growth to slow from an estimated 3.4 per cent in 2022 to 2.9 per cent in 2023.

South Africa is expected to register better-than-expected GDP growth of 2.5 per cent in 2022, largely due to higher-than-expected agriculture and services sector growth in the third quarter.

Real GDP growth is now projected to average 1.4 per cent from 2023 to 2025, compared with 1.6 per cent in the 2022 MTBPS, as a result of persistent structural constraints especially power cuts, and a less supportive global environment.

Although output has recovered to pre-pandemic levels, the persistent scarring impact of the pandemic on employment and investment decisions continues to weigh on the recovery.

Risks to the global outlook include:

- Weaker-than-expected global growth, including the effects of monetary policy tightening in major economies.

- Further disruptions to global supply chains, renewed inflationary pressures, and constrained food and energy supplies stemming from the war in Ukraine.

- A sustained period of lower growth and elevated borrowing costs, which poses a threat to highly indebted countries.

The domestic outlook faces a range of risks, and include:

- Continued power cuts and a deterioration in port and rail infrastructure.
- Slow implementation of structural reforms could lower business confidence and deter new investment.
- Widespread criminal activity poses a threat to economic growth and national security.
- A deterioration of the fiscal outlook due to unfunded spending pressures or the materialisation of contingent liabilities could increase borrowing costs, and crowd out both private and public investment.

The key focus areas outlined in the Medium-Term Budget Policy Statement (MTBPS) is to enhance economic growth are as follows:

- Higher economic growth and a durable recovery in economic activity require a stable macroeconomic framework, complemented by rapid implementation of economic reforms and improved state capability;
- Government continues to provide a stable macroeconomic policy framework, underpinned by a flexible exchange rate, inflation targeting and sustainable fiscal policy, to encourage investment;
- Numerous reforms under way through Operation Vulindlela and the economic recovery plan. However, the most pressing reforms are required in electricity and freight rail
- Implementing urgent measures to reduce load shedding in the short term and transform the sector through market reforms to achieve long term energy security National Energy Crisis Committee (NECOM) interventions include:
  - Improving Eskom's plant performance
  - Clearing regulatory obstacles by establishing a one stop shop to bring electricity onto the grid more rapidly. This will be supported by the Energy Security Bill, which removes regulatory impediments for independent power producers
  - Supporting the rollout of rooftop solar for households and businesses, including through tax incentives
  - Implementing a wheeling framework and grid capacity rules to provide certainty to private producers investing in energy projects

- Several reforms are underway to support recovery in the transport sector, arrest the decline and increase the volume of freight rail. These include:

➢ The Economic Regulation of Transport Bill, which will establish the transport regulator, has been tabled in Parliament and is now with the National Council of Provinces.

➢ Software upgrades to increase efficiency through better signaling.

➢ Steps to prevent theft and vandalism and resolving legal challenges in relation to locomotive procurement.

➢ Granting third-party access to the rail network.

➢ To facilitate competition and improve pricing, the operations and infrastructure management functions of Transnet Freight Rail are due to be separated by October 2023.

- The 2023 Budget makes allocations towards infrastructure as well as crime and corruption, to ensure that public resources are used to lay the foundation for a more resilient economy.

The President of South Africa, in his State of the Nation Address (SONA), on the 9th February 2023 spoke about how our country has, for many months, endured a debilitating electricity shortage that has caused immense damage to our economy.

And for two years before that, our society was devastated by the COVID-19 pandemic that caused great loss of life and much hardship.

The pandemic worsened a situation of deep unemployment, as the country lost two million jobs. The pandemic negatively affected livelihoods and increased poverty. Now, persistent load-shedding is impeding our recovery from the effects of these events.

The most immediate task on the agenda for the year ahead is to drastically reduce the severity of loadshedding in the coming months, and ultimately end loadshedding altogether.

The President spoke about the issues concerning South Africa most is:

- Loadshedding;
- Unemployment;
- Poverty and rising cost of living; and
- Crime and corruption

The following focus areas were also highlighted, amongst others, during the State Of Nation Address:

- National State of Disaster due to the electricity crises and its effects;
- Extreme weather events (drought, floods and wild fires);
- Climate change;
- Just Energy Transition Investment Plan (R1.5 trillion invested over 5-years into projects such as renewable energy, green hydrogen and electric vehicles);
- Major investments and developments in renewable energy which will create jobs and stimulate local economies;
- To conclude a social compact and work on a framework to enable joint action in key areas such as energy, transport and logistics, employment creation and skills development, investment and localization, social protection, crime and corruption;
- Covid-19 vaccinations;
- Initiatives like the Solidarity Fund being mobilized to end gender-based violence and femicide, and to respond to the effects of climate change;
- Develop master plans in sectors such as automotive, clothing and textiles, poultry, sugar, agriculture and global business services;
- Reliable water supply (Department of Water and Sanitation is in the process of investing in major infrastructure projects);
- Efficient transport and road infrastructure system;
- National Rail policy to guide the modernization and reform of the rail sector, providing for third-party access to our rail network;
- Challenges in the transportation of commuters on passenger rail;
- A comprehensive turnaround plan is being implemented to streamline the process for water use license applications;
- Building bridges;
- Roll-out of 5G mobile networs an will reduce the cost of data;
- Mobilising greater levels of investments;
- Investment conference on 13 April 2023;
- Unlocking investment in the hemp and cannabis sector;
- Bounce-back loan scheme for companies that need finance to recover from the effects of the pandemic;
- Employment Tax incentives has been expanded to address the challenge of youth unemployment;

- Finalizing amendments to the business Act, 1991 (Act 71 of 1991) to reduce regulatory impediments for small, medium and micro enterprises (SMMEs) and co-operatives
- Presidential Employment Stimulus in providing work and livelihood opportunities;
- Rising cost of living that is deepening poverty and inequality;
- Extension of the Social Relief of Distress (SRD) Grant;
- Focus on eradicating the backlog in the processing of title deeds;
- Strengthening the SAPS, improving the capacity of the NPA and courts to ensure perpetrators are brought to justice.

The President stated that poor performance of many local governments remain an area of concern. There are 163 out of 257 municipalities that are dysfunctional or in distress due to poor governance, ineffective and sometimes corrupt financial and administrative management and poor service delivery.

Government is implementing a number of interventions to address failures at local government level and improve basic service delivery.

Government interventions include:

- Enhancing the capacity of public representatives and officials;
- Maintaining and upgrading local infrastructure;
- Invoking the powers of national government to intervene where municipalities fail to meet their responsibilities;
- Integrity assessments will become a mandatory requirement for recruitment to the public service and entry exams will be introduced;
- Legislation will be amended to strengthen the role of the Public Service Commision to ensure that qualified people are appointed to senior management positions.

The Western Cape Premier in his State of the Province address, on 16th February 2023, reiterated the following sentiments highlighted during the State of the Nation Address, including but not limited to, the new National State of Disaster, the president to address the energy crises, establishing an oversight committee to monitor government expenditure related to the energy crises, economic growth recovery initiatives, unemployment / job creation (especially youth interventions), sustainable infrastructure development, educational infrastructure, health infrastructure, provision of housing (dignified living), agriculture, crime and safety, as well as campaigns against gender-based violence and femicide.

The Premiers' speech focused, amongst others, on the following areas:

- The new National State of Disaster due to the energy crises;
- Ensuring the citizens basic needs are protected (Water, Wifi and health);
- Renewable energy / green economy push
    - Drive to increase energy resilience, mitigate effects of loadshedding and potential of the power generation sector to stimulate growth and create employment opportunities.
- Municipal Energy Resilience plan
    - A local government-level programme that develops, supports and builds capacity at municipalities across our province to implement renewable energy projects.
    - Stellenbosch is working towards procuring energy from Independent Power Producers.
- Establishment of the Infrastructure Department

  - Aimed to further prioritise the importance of developing and maintaining critical infrastructure in the Western Cape
- Rapid School Build Programme (Education Infrastructure)
- Provision of housing opportunities
- Health infrastructure
- "Our Growth For Jobs" strategy
  - Radical drive to reduce unemployment
- Youth interventions
- Agriculture
- Crime & Safety
- SAPS Devolution
- Campaigns against Gender-based violence and femicide

Provincial treasury reiterated most of the challenges and focus areas highlighted in the Premier's State of the Province address, the SONA and the 2023 Budget Review.

National Treasury encourages municipalities to maintain tariff increases and adopt a tariff setting methodology at levels that reflects an appropriate balance between the affordability to poorer households and other customers, while ensuring the financial sustainability of the municipality. Municipalities must ensure that their budgets are funded from realistically anticipated revenues. This means that the municipality must refrain from assuming collection rates that are unrealistic and unattainable. The setting of cost-reflective tariffs is a requirement of Section 74(2) of the Municipal Systems Act which is meant to ensure that municipalities set tariffs that enable them to recover the full cost of rendering the service. This forms the basis of compiling a credible budget. The municipalities must therefore generate sufficient revenue to fully recover their costs, deliver services to customers sustainably and invest in the infrastructure that promises local economic development.

The municipality's revenue is determined by setting a package of tariffs that is not only considered to be affordable to its ratepayers and the users of it services, but deemed to be at fair and realistic levels.

Tariff increases by Eskom and Water Boards is above inflation and should be considered as such while determining cost reflective tariffs. In the instance of bulk tariff increases for electricity, municipalities are encouraged to apply for electricity tariff increases that reflect the total cost of providing the service, to ensure that they are working towards achieving fully cost-reflective tariffs that will assist them to achieve financial sustainability. Municipalities should consider the following facts during the tariff setting process, namely, the costs of bulk purchases and the fluctuation in the seasonal cost thereof; the consumption patterns to enable better demand planning and management; and in the event that municipalities have been under recovering costs, embark on a process to correct their tariff structures over a reasonable time period so that cost reflective tariffs are achieved, which in turn will result in financial sustainability.

Local government confronts tough fiscal choices in the face of financial and institutional problems that result in service-delivery breakdowns and unpaid bills. Municipalities can offset these trends by improving their own revenue collections, working more efficiently and implementing cost-containment measures. In order to maintain a funded budget, municipalities need to not only focus on tariff increases, but also focus on how to eliminate expenditure that is unnecessary. The Cost Containment Regulations were issued on 07 June 2019, as well as the municipality's Cost Containment Policy is embedded in the municipality's operations that assists in driving down costs, ensuring that value for money is achieved and resources of the municipality is used effectively, efficiently and economically.

Municipalities are required to consider the following during the compilation of the 2023/2024 MTREF budgets:

- Improving the effectiveness of revenue management processes and procedures;
- Cost containment measures to, amongst other things, control unnecessary spending on nice-to-have items and non-essential activities as highlighted in the Municipal Cost Containment Regulation read with MFMA Circular No.82;
- Ensuring value for money through the procurement process;
- The affordability of providing free basic services to all households;
- Not taking on unfunded mandates;
- Strictly control the use of costly water tankers and fix the water infrastructure to enable the sustainable provision of water;
- Priorities the filling of critical vacant posts, especially linked to the delivery of basic services; and
- Curbing consumption of water and electricity by the indigents to ensure that they do not exceed their allocation.

The aforementioned were taking into account during the compilation of the municipality's budget.

The application of sound financial management principles for the compilation of the Stellenbosch's financial plan is essential and critical to ensure that the municipality remains financially viable and that municipal services are provided sustainably, economically and equitably to all communities. The municipality's business and service delivery priorities were reviewed as part of this year's planning, through the Integrated Development Plan (IDP), and the annual budget process.

Funds were shifted from low to high priority programmes so as to maintain sound financial stewardship. A critical review was also undertaken on non-core and 'nice to have' items with regards to expenditure. The municipality has embarked on developing a revenue enhancement strategy to optimize revenue, including the collection of debt owed by consumers. Furthermore, the municipality has undertaken various customer care initiatives to ensure the municipality truly involves all citizens in the process of ensuring a people lead government.

The main challenges experienced during the compilation of the 2023/2024 MTREF can be summarized as follows:

- The on-going difficulties in the national and local economy;
- National State of Disaster – Electricity crises / Load shedding;
- Aging infrastructure;
- The need to reprioritise projects and expenditure within the existing resource envelope;
- The increased cost of bulk electricity and procuring water inventory, which is placing upward pressure on service tariffs to residents. Continuous high tariff increases are not sustainable - as there will be point where services will no-longer be affordable;
- Attracting economic investment;
  Water Conservation;
- Reductions in allocations of some of the National and Provincial grants due to a worsening fiscal outlook;
- Limited resources to deal with all key priorities;
- Decline in reserves available to fund capital programmes.

The following budget principles and guidelines directly informed the compilation of the 2023/2024 MTREF:

- Integrated Development Plan was used to inform the measurable objectives, targets and backlog eradication goals;

- Tariff and property rate increases should be as affordable as possible and should ideally not exceed inflation as measured by the CPI, except where there are price increases in the inputs of services that are beyond the control of the municipality. However, tariffs need to remain or move towards being cost reflective, and should take into account the need to address infrastructure backlogs;
- National, provincial and local priorities;
- Headline inflation forecasts; and
- Funding choices and modelling.

The Integrated Development Plan (IDP) were used as a guiding strategic document to inform the budget compilation. The challenge however is still to deliver services more efficiently and effectively with the tight financial envelope.

Stellenbosch municipality's revenue strategy was based on the following fundamentals, namely, tariff policies of the municipality, economic outlook and development for Stellenbosch and surrounding areas, National Treasury's guidelines and macroeconomic policy, National, Provincial and Regional fiscal growth rates and electricity tariffs as approved by National Electricity Regulator of South Africa (NERSA).

The financial resources to fund the Operational Budget will and must consist of realistically anticipated revenue generated from property taxes, service charges and other income. The municipality were mindful of the estimated headline inflation for 2023/2024 of between 3% to 6% forming the basis of the extensive income modelling exercise, but also taking into account the principles of economical services that are cost reflective, trading services generating surpluses, the effect of escalating salary costs and bulk purchases. Inflation is forecast to fluctuate around 5.2% over the medium term in line with moderating inflation expectations.

The national budget focuses on fiscal consolidation. This means that we as municipalities must ensure that we do not borrow beyond our ability to repay and we do not spend money we do not have, until we ignite growth and generate revenue, we have to be tough on ourselves.

It is expected that fuel prices will increase substantially in the next financial year and this will be provided for in the budget.

The total budget quantum for the 2023/2024 year is R2 777 816 062 of which R2 276 266 197 (82%), is allocated to the operating budget and R501 549 865 (18%) to capital investment.

Budget documentation in line with the budget and reporting regulations is attached as **APPENDIX 1 – PART 1**. The report serves as an overview of the budget as a whole, budget assumptions used to compile the budget, funding sources used to fund the capital budget, different income categories to fund priorities of the municipalities, as well as the different expenditure items, including non-cash items.

DRAFT CAPITAL BUDGET 2023/2024 – 2025/2026

The draft capital budget is infrastructure orientated and addresses the huge backlog and urgent need to upgrade/refurbish Council's infrastructure as addressed by the different master plans. It is directed by the IDP (Integrated Development Plan) and the needs of the community. It's also aligned to the strategic priority in the State of the Nation Address of Infrastructure investment and the "back to basics" approach. Council's attention is however drawn to the fact that not all needs identified by the community can realistically be funded by the municipality. Critical and committed programmes/projects were the focal point for the capital budget.

The main capital projects that the municipality will be investing in, include:

- Expansion of the landfill site (New cells)
- Landfill Gas To Energy
- Alternative Energy
- Bien don 66/11kV substation new
- Electricity Network: Pniel
- Electrification INEP
- General Systems Improvements - Stellenbosch
- Kayamandi(Costa grounds)new substation 11 kV switching station
- Laterra Substation
- Bulk Water Supply Pipe and Reservoir: Kayamandi
- Bulk Water Supply Pipeline & Reservoir – Jamestown
- New Reservoir & Pipeline: Vlottenburg
- Upgrade of WWTW Wemmershoek
- Upgrade of WWTW: Klapmuts
- Lanquedoc Access road and Bridge
- Khayamandi Pedestrian Bridge (R304, River and Railway Line)
- Bird Street Dualling - Adam Tas to Kayamandi
- Main Road Intersection Improvements: Franschhoek
- Adam Tas - Technopark Link Road

The detailed draft capital budgets for 2023/2024, 2024/2025 and 2025/2026 are attached as **APPENDIX 1.**

DRAFT OPERATING BUDGET 2023/2024 – 2025/2026

The basis of the operating budget is aligned to the principle of total potential income from all our services as well as a projection of total direct income. The extent, to which tariffs and levies are proposed to increase, is in the main influenced by:

- The increase in bulk purchases (electricity)

- Employee related costs, as per SALGBC wage agreement

- Councillor remuneration, as per SALGA upper limits

- Service delivery challenges

- Repairs and maintenance

- Operational projects impacting job creation and economic development

- Contractual commitments

- Day to day operational costs (fuel & oil, telephones, bank costs, etc)

- Finance costs, influenced by level of borrowing

Taking all of these issues into consideration and to ensure the sustainability of our operations from realistically anticipated income flows, the following tariff and property tax increases are proposed for 2023/2024:

Electricity **17.61%**

Sanitation **6.50%**

Refuse removal **9.10%**

Water	**5.50%**
Rates	**7.50%**

The impact of the proposed tariff increases on the monthly services account for the various consumer categories is summarized in **APPENDIX 2.**

HIGH LEVEL CAPITAL AND OPERATING BUDGET FOR 2023/2024 – 2025/2026

The draft high level budget depicting the total budget is attached as **APPENDIX 1 – PART 1 – SECTION C.**

TARIFFS

Council's attention is further drawn to the fact that the Tariff List attached as **APPENDIX 3** includes Sundry Tariffs as a basket of services and charges, i.e. Land Use Management Fees, Development contributions, Technical Charges, etc. In this regard, the proposed tariff list must be consulted for the detail.

BUDGET RELATED POLICIES & BY-LAWS

A summary of changes to budget related policies is attached as **APPENDIX 4**

The following budget related policies are new:

Infrastructure Asset Unbundling Policy 2023-2024 **(APPENDIX 5)**

Pool Vehicle Policy 2023-2024 **(APPENDIX 6)**

The following budget related policies and by-laws were revised:

Borrowing, Funds and Reserves Policy **(APPENDIX 7)**

Budget Implementation and Monitoring Policy **(APPENDIX 8)**

Cash Management and Investment Policy **(APPENDIX 9)**

Credit Control and Debt Collection Policy **(APPENDIX 10)**

Development Charges Policy **(APPENDIX 11)**

Grants-In-Aid Policy **(APPENDIX 12)**

Indigent Policy **(APPENDIX 13)**

Irrecoverable Debt Policy **(APPENDIX 14)**

Rates Policy **(APPENDIX 15)**

Supply Chain Management Policy **(APPENDIX 16)**

Travel and Subsistency Policy **(APPENDIX 17)**

Virementation Policy **(APPENDIX 18)**

Ward Allocation Policy **(APPENDIX 19)**

Unchanged Policies

Accounting Policy **(APPENDIX 20)**

Asset Management Policy **(APPENDIX 21)**

Cost Containment Policy **(APPENDIX 22)**

Inventory Management Policy **(APPENDIX 23)**

Liquidity Policy **(APPENDIX 24)**

Preferential Procurement Policy **(APPENDIX 25)**

Petty Cash Policy **(APPENDIX 26)**

Credit Control and Debt Collection By- Law **(APPENDIX 27)**

Special Ratings Area Policy **(APPENDIX 28)**

Special Ratings By-law **(APPENDIX 29)**

Tariff By-law **(APPENDIX 30)**

Tariff Policy **(APPENDIX 31)**

Rates By-Law **(APPENDIX 32)**

Financing of External Bodies performing municipal functions Policy **(APPENDIX 33)**

Wayleave Policy **(APPENDIX 34)**

OTHER SUPPORTING DOCUMENTATION

The additional information as prescribed by the budget and reporting regulations are attached as **APPENDIX 1 – PART 2 – SECTION P.**

5.3 Financial Implications

Financial impact already discussed above.

5.4 External Loan for 2023/2024

That Council specifically note and consider the need to take up external loans to fund critically needed refurbishment of infrastructure to the amount of R560 million of which over the MTREF R200 million will be required in year one, R200 million in year two and R160 million in year three (refer to Section G: High Level Budget Overview and Table A1 Budget Summary).

5.5 Legal Implications

Legal Services

The item at my disposal is compliant with the relevant legislative framework.

5.6 Staff Implications

None

5.7 Previous / Relevant Council Resolutions:

5.8 Risk Implications

None

6. Comments from Senior Management:

6.1 Director: Infrastructure Services

Noted

6.2 *Director: Planning and Development Services*

Noted

6.3 Director: Community and Protection Services:

Noted

6.4 Director: Corporate Services:

Noted

6.5 Chief Financial Officer:

Noted

6.6 *Municipal Manager:*

Noted

(APPENDICES WILL BE DISTRIBUTED UNDER SEPARATE COVER)

FOR FURTHER DETAILS CONTACT:

NAME	**KEVIN CAROLUS**
POSITION	***DIRECTOR: FINANCIAL SERVICES***
DIRECTORATE	***FINANCIAL SERVICES***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***kevin.carolus@stellenbosch.gov.za***
REPORT DATE	***14 March 2023***

6.5	**MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR FEBRUARY 2023**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR FEBRUARY 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 2022/2023 to report the deviations to Council.

3. DELEGATED AUTHORITY

Council

FOR NOTING.

4. EXECUTIVE SUMMARY

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

5. RECOMMENDATION

that Council notes that there are no deviations listed for the month of February 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 February 2023:

None

6.4 Legal Implications

The regulation applicable is:

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

6.5 Staff Implications:

No staff implications

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

That the market may not be tested.

The measures in place to deal with deviations mitigate the risk to an acceptable level. The auditor general also audit the deviations during the yearly audit.

6.8 Comments from Senior Management:

The item was not circulated for comment except to Municipal Manager

6.8.1 Municipal Manager

Supports the recommendation.

FOR FURTHER DETAILS CONTACT:

NAME	Kevin Carolus
POSITION	***CFO***
DIRECTORATE	***Finance***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Kevin.Carolus@stellenbosch.gov.za***
REPORT DATE	02 February 2023

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

7.1	**PROTECTION SERVICES: (PC:)**

NONE

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

NONE

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

7.3.1	**APPLICATION HORIZON HOUSE TO EXTEND LEASE: ERF 3722 AND PORTIONS OF ROAD RESERVE**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **22 March 2023**

1. SUBJECT:APPLICATION HORIZON HOUSE TO EXTEND LEASE: ERF 3722 AND PORTIONS OF ROAD RESERVE

2. PURPOSE

To inform Council of the request from Horizon House to extend the lease agreement entered into in 2020.

3. DELEGATED AUTHORITY

Council where an agreement exceeds 9 years and 11 months, or the value is above R5 million.

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 trials, 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 for a period of 9 years and 11 months after a public participation process and considering the comments received.

Due to the nature of an encroachment this legal vehicle are no longer used for applications to use council land for whatever reason is proposed. 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 is not clear how long. If this is considered favourably an information statement will have to be published for public comment/alternative proposals in terms of the asset transfer regulations.

5. RECOMMENDATION

For consideration

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 Horison 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. Counsil resolved to lease the premises to Huis Horizon for a period of 9 years and 11 months.

6.2 Discussion

They are requesting a longer lease period, but it is not clear how long. If this is considered favourably an information statement will have to be published for public comment/alternative proposals in terms of the asset transfer regulations.

6.3 Financial Implications

The rental amount (R150 per month) will not change. An escalation of 8% on 1 July each year applies. All the cost for improvements/maintenance will be for the account of Horizon House. They are currently not paying rates and taxes on the

6.4 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.

6.5 Staff Implications

No additional staff implications.

6.6 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).

6.7 Risk Implications

The risk implications are addressed in the item.

6.8 Comments from Senior Management

None requested.

ANNEXURES:

Annexure 1: Current lease agreement

Annexure 2: Application February 2023

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 -03- 08***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

LEASE AGREEMENT

granted by

STELLENBOSCH MUNICIPALITY

(herein represented by **Garaldine Mettler** in her capacity as Municipal Manager:
hereinafter referred to as the "**Municipality**")

Of

Civic Centre
Plein Street
Stellenbosch
7600

TO

HUIS HORISON

(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.

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.

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.**

SIGNED at ..... on this..... day of .....2021 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 of .....2021 in the presence of the undersigned witnesses.

Witnesses:

1 .....

2 .....

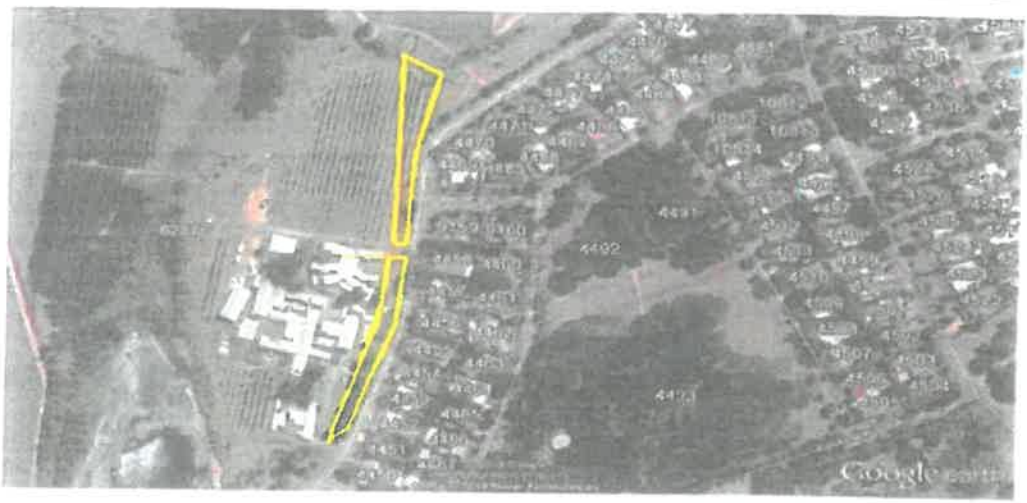
(Signatures of witnesses)

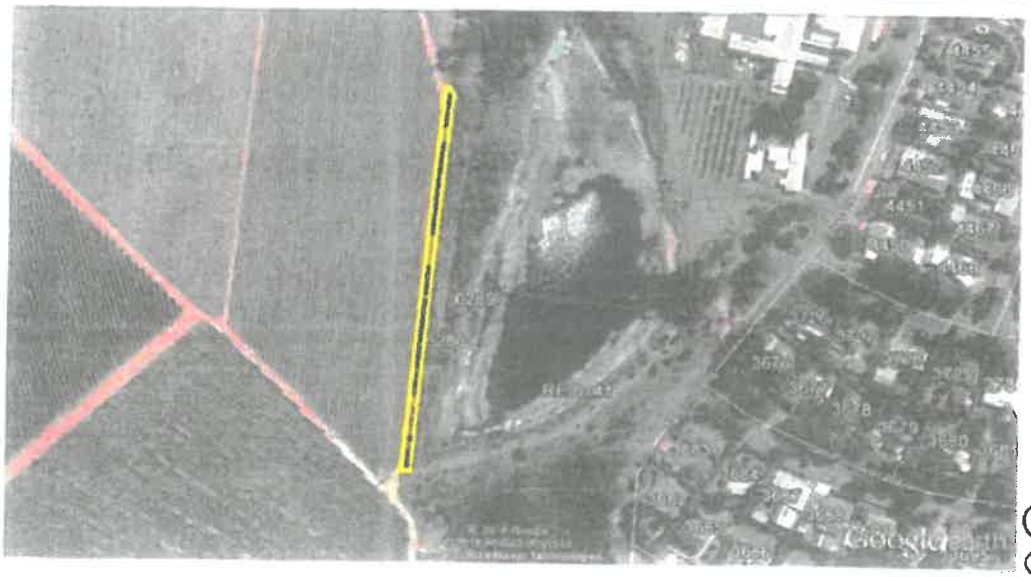
.....

On behalf of the Lessee

APPEDIX 1







ANNEXURE 2

Patrysstraat 1 Patrys Street Onder-Papegaaiberg Stellenbosch 7600
Posbus / P.O. Box 102 Stellenbosch 7599
Tel: 021 887 5080 Faks / Fax: 021 887 5337
E-pos/Email: admin@huishorison.org.za
NPC
2008/026927/08
003-306-NPO
Vat Reg #: 4590129161

Huis Horison
Horizon House
'n Vlam van hoop vir mense met intellektuele gestremdheid
A flame of hope for intellectually-impaired people

VOORLEGGING : HUIS HORISON SEKURITEITSHEINING – 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 Beskermde 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 stappaaie 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 kansellasie, 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 voëluitkykpunt 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 Gilliomee, 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.]

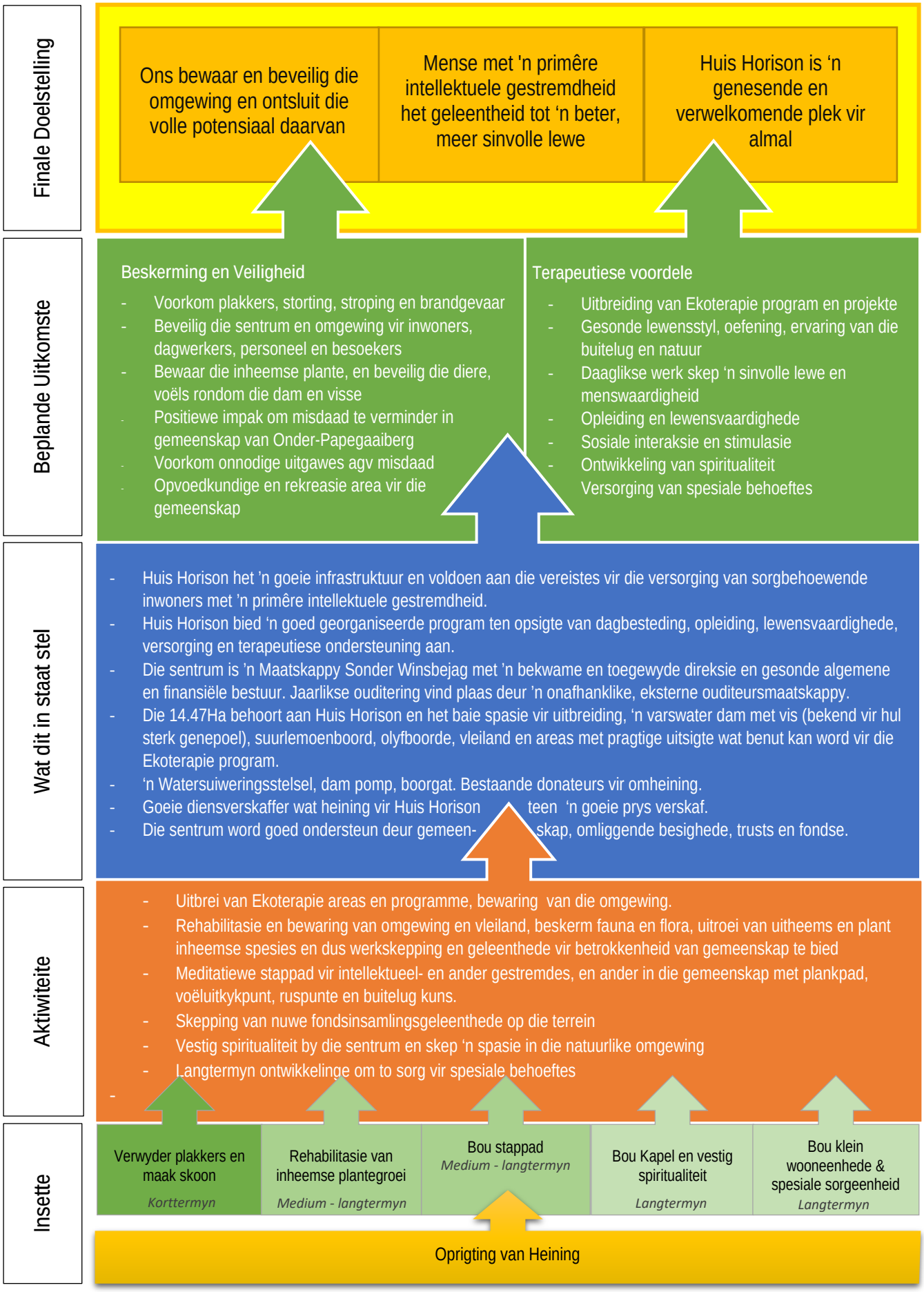


5. KONTROLE EN BESTUUR

- 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



7.3.2	**REQUEST TO RELEASE ERVEN 622 AND 623, STELLENBOSCH FOR RESTITUTION PURPOSES TO THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE**

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **22 March 2023**

1. SUBJECT: REQUEST TO RELEASE ERVEN 622 AND 623, STELLENBOSCH FOR RESTITUTION PURPOSES TO THE REGIONAL LAND CLAIMS COMMISSIONER: WESTERN CAPE

2. PURPOSE

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.

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 purposes

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

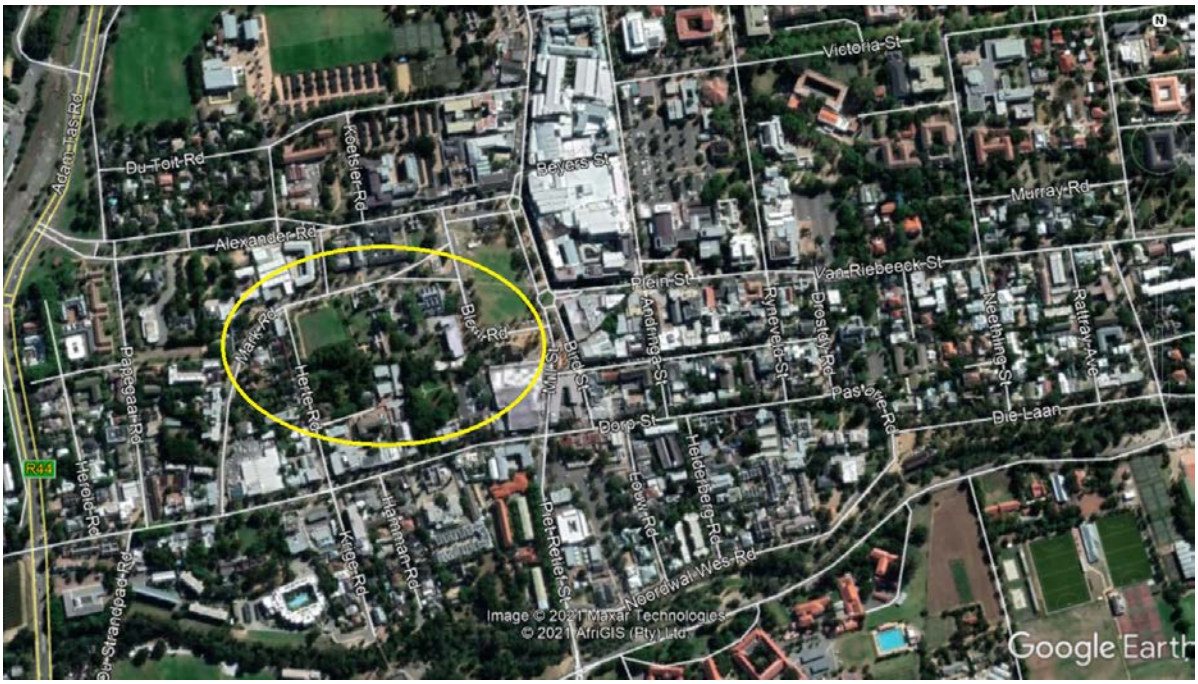


Fig 1: Location and context Erf 9672



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, section14 (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.

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 the 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 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.

6.8.2 Municipal Manager:

Supports the input by the Director Planning and Economic Development

ANNEXURES: **Appendix 1: Title Deed**

Appendix 2: Self-explanatory letter received from Regional Land Claim Commissioner: Western Cape (RLCC: WC)

Appendix 3: Windeed Records

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	***09.11.2022***

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

NONE

APPENDIX 1

TEL: 26-2900

4701/93/A/S
/cib

TRANSPORTAKTE

REPUBLIEK VAN SUID-AFRIKA

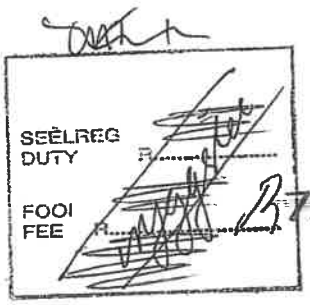
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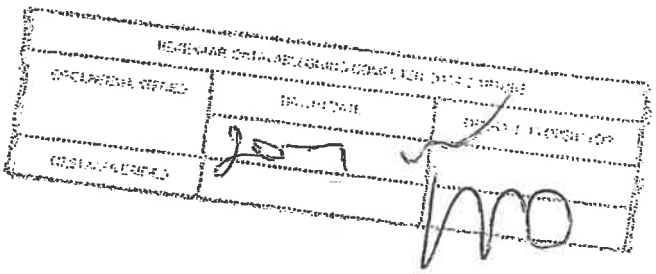
MUNISIPALITEIT VAN STELLENBOSCH

T52595/1995

STAATSPROKUREUR
KONINGIN VICTORIASTRAAT 38
KAAPSTAD

96





T 52595/95

Opgestel deur my,

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 52594/85 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.

For further particulars refer to said Proclamation from the Director N.M.C. filed with I. 895/75C."

II. INSOVERRE die figuur c1 b1 a1 d1 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.

III. INSOVERRE die figuur b1 x y a1 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.

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 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 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 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.

VI. INSOVERRE die figuur a b d1 e1 z m G H g1 op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG ten opsigte van die gedeelte gemerk a b c1 d1 e1 en f1 z F G H g1 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."

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 g1 J K op die gemelde Kaart Nr. 9669/1993 betref:

A. ONDERHEWIG ten opsigte van die figure A a e1 h1 en h1 f1 g1 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

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 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.

XII. INSOVERRE die figuur b c w v u x c1 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.

XIII. INSOVERRE die figuur j k E 1 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.

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 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.

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

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 Goverment 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 Goverment 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 instandhoudingsonkostes.

WESHALWE die Komparant, afstand doen van alle regte en aanspraak

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 17de dag van Julie in die Jaar van Ons Heer Eenduisend Negehonderd Vyf-en-negentig (1995).

.....
q.q.

In my teenwoordigheid:

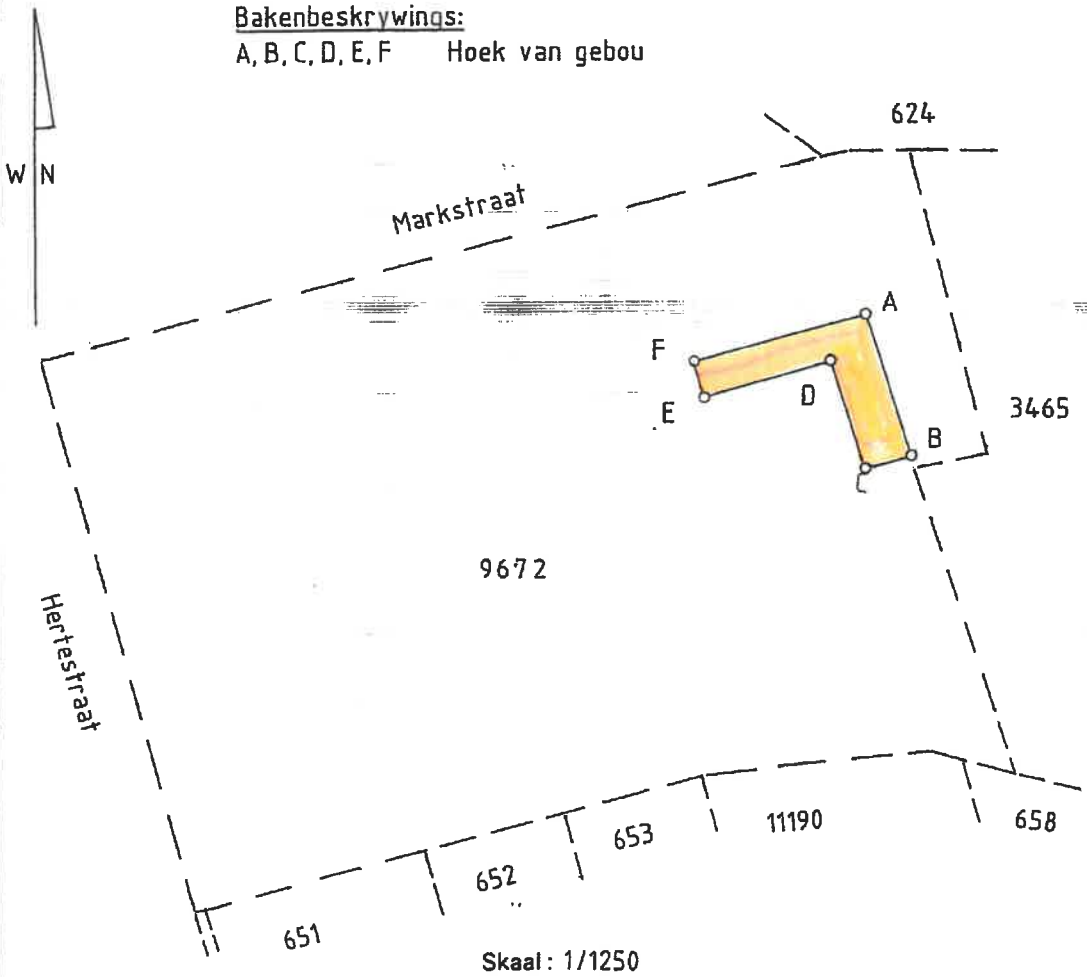
.....
REGISTRATEUR VAN AKTES

SERWITUUTKAART

SYE Meter		RIGTINGS -HOEKE		KOÖRDINATE Y Stelsel Lo 19° X		
		Konstantes		+10 000,00	+3 750 000,00	
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	
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	

L.G. No.
9670-93
Goedgekeur
P. Roussouw
nms Landmeter-generaal
1994-03-09

Bakenbeskrywings:
A, B, C, D, E, F Hoek van gebou



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
Administratiewe Distrik
STELLENBOSCH
Provinsie Kaap die Goeie Hoop.

Opgemeet in Oktober 1993
deur my,
N Loubser
Landmeter

Hierdie kaart is geheg aan	Die oorspronklike kaart is.	Lêer No. S 2641/17
No. gedateer 52595 i 95		M.S. No. Σ 3282/93
t.g.v.	No. 9669/93 geheg aan	Komp. BHSZ-1441 (M2756)
Registrateur van Aktes	Transport/~~Grondbrief~~ No.	SERWITUUTKAART 9670/93

Grant under § 10 Act 15 of 1887.
~~Government Letter No.~~
dated

In the Name and on behalf of His Majesty EDWARD THE SEVENTH, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas King, Defender of the Faith, Emperor of India.

UNDER and by virtue of the provisions contained in the 10th Section of the Act No. 15 of 1887, entitled an "Act for regulating the manner in which the Crown lands of the Colony shall be disposed of,"

DO HEREBY GRANT, CEDE, AND TRANSFER unto the Commissioners for the time being of the Municipality of Stellenbosch, a certain piece of land containing Two hundred and ninety three square roods and ninety nine square feet (293 sq:rds: 99 sq:ft:), being Lot No. LVIII, situated in the Town of Stellenbosch, Division of Stellenbosch, and represented and described in the diagram hereunto attached, on condition that the land hereby granted shall be set aside and used for the purpose of a Market Square under the control of the Municipality; and that a certain triangular shaped portion thereof, in extent about 88 square roods, bounded Northwards by the remainder, Southwards by the grounds of the Rhenish Institute and Westwards by a Passage 14 feet wide, shall be transferred, under the provisions of Act 30 of 1898 to the said Rhenish Institute for the purposes of undenominational education.

with full power and authority henceforth to possess the same in perpetuity, subject, however, to all such Duties and Regulations as are either already or shall in future be established with regard to such Lands.

Given under my Hand and the Public Seal of the Colony of the Cape of Good Hope, at Cape Town, this 8th day of January 1908.

Governor.

By His Excellency's Command,

.....

Exd. .....

Surveyor-General.

BLADSY/PAGE 3
ENDOSSEMENT OP S.F. 8/9/1908
ENDORSEMENT ON
EIENDOM/PROPERTY Erf 624
Stellenbosch

Erf 6194 meas. 213 Sq. M.

GETRANSPORTEER/TRANSFERRED 6-05-1977 aan/to Die Trusteraad van die Stellenbosch Museum
No. T 1067 2/77 Restant/Remainder 3283 Sq. M.
Asst.-Registrateur/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 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.

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 Kraal, 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.
6-05-1977

Asst. Registrar of Deeds

VIR. ENDOSSEMENTE KYK BLADSY 4 ET SEQ.
FOR ENDORSEMENTS SEE PAGE

BLADSY/PAGE 3
ENDOSSEMENT OP / ENDORSEMENT ON S.F. 8/9/1908
EIENDOM/PROPERTY Erf 624 Stellenbosch

BLADSY/PAGE 4
ENDOSSEMENT OP / ENDORSEMENT ON S.F. 8/9/1908
EIENDOM/PROPERTY Remainder Erf 624 Stellenbosch

Endorsement i.t.o. 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 Land 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.
6-05-1977

Asst. Reg. of Deeds.

Erf 9670 = 92 m²

GET/TRANSPORTEER AAN / TRANSFERRED TO
Republiek van Suid-Afrika
RESTANT/REMAINDER
T 4 52593/95
1995-07-17
REGISTRATEUR/REGISTRAR

SEL AON 62

Remainder

By Notarial Deed No. 685/57 dated 10/12/1957 the Municipality of Stellenbosch as owner of the Remainder of the property held hereunder, has given and granted for the owner of Lot G.K held by Certificate of Extended title on Consolidation No. 10341 dated 4 July 1955 a servitude of encroachment 6 Cape feet wide over the remainder of the property held hereunder along the Northern boundary marked E.D on diagram 2159/1907 thereof, subject to conditions and as will more fully appear on reference to the said Notarial Deed

Deeds Registry
Cape Town.
28 DEC 1957

Asst Registrar of Deeds.

DIE GROND HIERIN BESKRYWE
THE LAND DESCRIBED HEREIN
IS GEREGISTREER EN MOET IN DIE TOEKOMS BE-
IS REGISTERED AS, AND MUST IN FUTURE BE
SKRYWE WORD AS
DESCRIBED AS

AKTEKANTOOR,
DEEDS REGISTRY,
KAAPSTAD.
CAPE TOWN.
1-2- 19

HOOF-REGISTRASIEAMPTENAAR.
CHIEF REGISTRATION OFFICER.

Endorsement (Remainder)

The within Deed Municipality having become the owner of Erf 3389 (Burgerhuis) measuring 13,986 sq feet under Deed of Grant dated 22/11/1960 No. 296/1960, the said Erf 3389 being a portion of Lot G.K held under Certificate of Extended Title on Consolidation No. 10341/1955; the servitude created by notarial Deed No. 685/1957 and referred to in the endorsement dated 28/12/1957 hereon, has lapsed by merger in so far as the said Erf 3389 is concerned.

Deeds Registry
Cape Town.

Asst Registrar

29 NOV 1960

D.G. Plan 2641.

Stellenbosch L IV 372

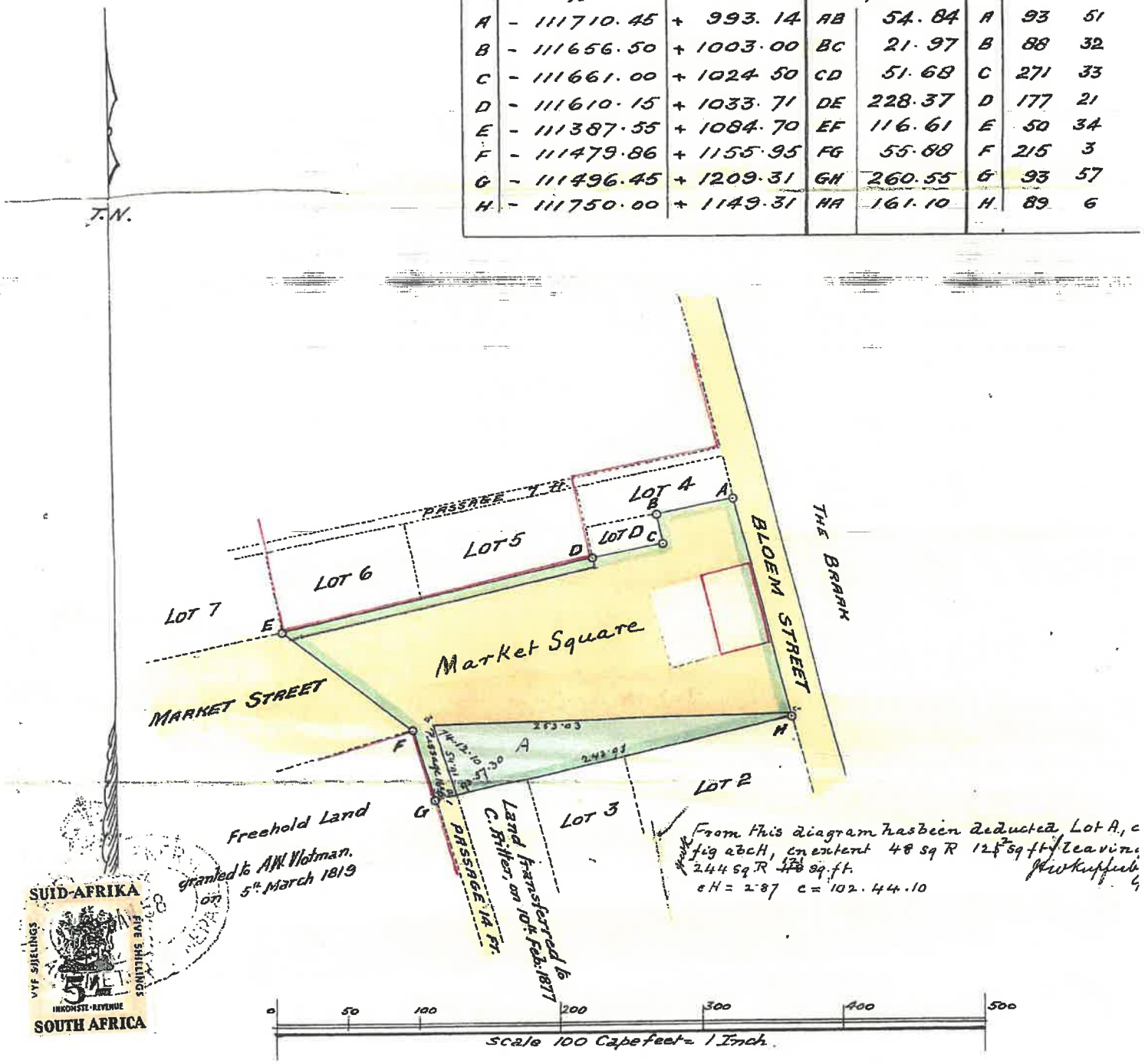
A1/33

The numerical data of this diagram are sufficiently con:

No 2159 1907

Examiner

Co-ordinates		Ys		Xs	Sides	Cape Feet	Angles	°	′
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



SUID-AFRIKA
VYF SJELINGS
FIVE SHILLINGS
INKOMSTE-REVENUE
SOUTH AFRICA

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 No LVIII.

APPENDIX 2

COMMISSION ON RESTITUTION OF LAND RIGHTS

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	3/11/2020
DEPUTY DIRECTOR: PRE-SETTLEMENT	MS KOLEKA MARTINS	06/11/2020
CHIEF RESTITUTION ADVISOR: LEGAL UNIT	MR BEN MARS	06/11/20
DIRECTOR: OPERATIONS	MR DAVID SMIT	06/11/20
DIRECTOR: QUALITY ASSURANCE	MR R. JANSE VAN RENSBURG	06/11/20
CHIEF DIRECTOR: RESTITUTION SUPPORT	DR WAYNE ALEXANDER	06/11/20

Note: Route form must be filed with completed documentation.

COMMISSION ON RESTITUTION OF LAND RIGHTS

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

A

COMMISSION ON RESTITUTION OF LAND RIGHTS

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	28/8/2019
DEPUTY DIRECTOR: PRESETTLEMENT	MS K. MARTINS	09/09/2019
CHIEF RESTITUTION ADVISOR: LEGAL UNIT	MR B. MARS	09/9/18
DIRECTOR: OPERATIONS	MR D. SMIT	09/09/19
CHIEF DIRECTOR: RESITUTION SUPPORT	DR W. ALEXANDER	10/9/19
REGIONAL LAND CLAIMS COMMISSIONER	MR H.L. MAPHUTHA	30/9/11/25

Note: Route form must be filed with completed documentation.

COMMISSION ON RESTITUTION OF LAND RIGHTS

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

Table of Contents

1. Introduction .....
2. Particulars of claimants 3
3. Property description and Locality Research – Rule 5(j) 3
   3.1. Property as was and as is 3
   3.2. Locality Research 3-4
4. History of acquisition of property of the claimed land – Rule 5(b) 4
5. Establish the nature if rights in land the claimants were dispossessed i– Rule 5(g) 4
6. Particulars of legislation or practice used to dispossess the claimants – Rule 5(f) 4
7. Establish which Government Department or Institution dealt with the Dispossession – Rule 5(f) 4
8. Date and circumstances of the dispossession of the rights in land – Rule 5(d) 5
9. Land use prior to removal and at the time of dispossession 5
10. Compensation received – Rule 5(e) 5-6
11. Hardship suffered by the claimants 6
12. Current owner(s) and land use 7
13. Mineral rights, servitudes and bonds 7
14. Parties having stake in the restitution of claim 7
15. Recommendations 8-9
16. Bibliography .....10.

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 Erfnrs 622 en 623. Markstraat, Stellenbosch Erfnrs 604 en 607. Alexanderstraat, Stellenbosch Erfnrs 602, 603, 605, 608 & 612 situated in the Stellenbosch Municipality which forms part of the Cape Winelands, Western Cape **(Annexure A[1]: 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 A[1]: Claim Forms)** Mr Brian Poole has since been appointed as the representative. **(Annexure A[3]: 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 Erfnrs 622 en 623. Markstraat, Stellenbosch Erfnrs 604 en 607. Alexanderstraat, Stellenbosch Erfnrs 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 A⁵: 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 Stellenboch, 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 were 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 Onderwystrustees 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 A[7]: Background Statement)**

Erf no	Government Department or Institution	Date of Dispossession	Proclamation
Portion 1 of Erf 622 which is Erf 623 Rem of Erf 622	Onderwystrustees Fritz.Paul Haldenwang	15/02/1947 T2459/47 T2460/47	205 para a of 1962
Erf 604 & 607	The Council of the Municipality of Stellenbosch	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 A[7]: 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 A[8]: 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 602,603,605,608 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 A[7]: 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 Republik 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 A[5]: 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 A[6]: Title Deeds and Annexure A[5]: 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 Sadiki
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 A[9]: 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 A[10]: 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 A[9]: 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 A[10]: 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 MAPHUTHA
REGIONAL LAND CLAIMS COMMISSIONER
DATE: 2019/11/25

S.S Mabeba
The Offers as attached hereto are supported
National Director

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.

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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.	1069m², 1193m²,706m²,522m², 659m²

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)409-0555

CHECKED.....

DATE.....09/9/2019

APPROVED.....

DATE.....16/9/19

APPENDIX 3

Printed: 2021/07/26 08:42

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	-

Activated SearchInsure Activated

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 die restant van

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. ~~1958~~/1880 T/A 1880.75 .66 X 3774

11) Die figuur t r s q p x stel voor Erf629 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

gelee in die Munisipaliteit Stellenbosch Administratiewe Distrik

STELLENBOSCH Provinsie Kaap die Goeie Hoop.

Opgemeet in Oktober 1993

deur my,

N. Loubser Landmeter

Hierdie kaart is geheg aan No. 52594/95 gedateer t.g.v. Registrateur van Aktes	Die oorspronklike kaarte is. soos hierbo aangehaal ~~No. geheg aan Transport/Grondbrief No.~~	Lêer No. S 2641 / 17 M.S. No. E3282/93 Komp. BHSZ-1441 (M2756) BHSZ-1443 (M2759) BAKEN G IS ERKEN. VIR ENDOSSEMENTE SIEN KEERSY VAN KAART

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

L.G. No. 9669-93

Goedgekeur

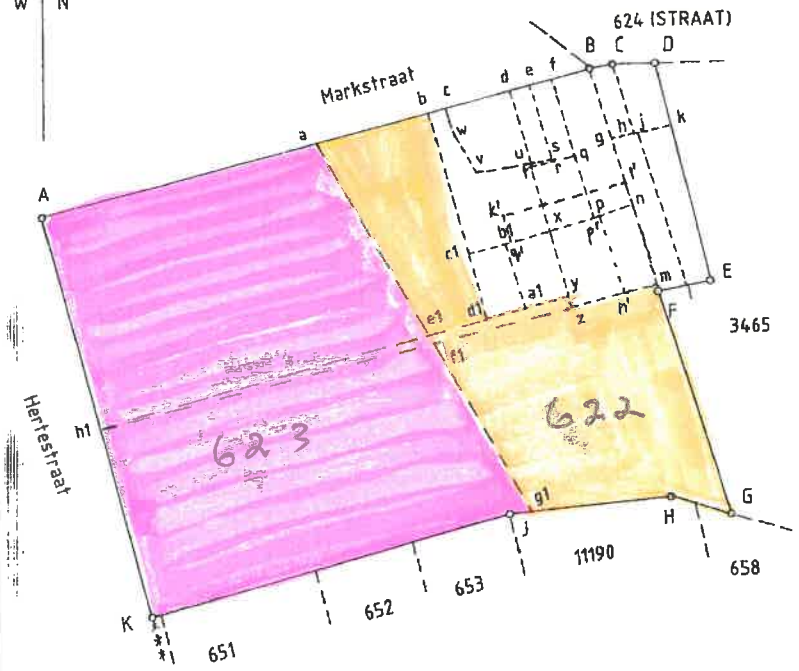
P. Rammeloo

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 5×5cms vierkantige ysterhoekpaal
J	Ysterpaalpen 0,5m hoog



Skaal: 1 / 1250

SERWITUTE/HUURKONTRAKGEBIEDE

MEETSTUKKE	KAARTNO.	BESKRYWING	AKTE	GEPARAFEER
£3282/92	9669/93	Die figuur k'l'm n p'q' stel voor 'n serwituutgebou.	52595 95	WV

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

7.5.1	**THE ANNUAL REVIEW OF STELLENBOSCH MUNICIPALITY HOUSING PIPELINE FOR THE MTREF PERIOD OF 2023 – 2026**

Collaborator No: **746213**
IDP KPA Ref No: **Good Governance**
Meeting Date: **22 March 2023**

1. SUBJECT: THE ANNUAL REVIEW OF STELLENBOSCH MUNICIPALITY HOUSING PIPELINE FOR THE MTREF PERIOD OF 2023 – 2026

2. PURPOSE

To seek Council's approval of the Stellenbosch Municipality's Housing Pipeline (Projects) for the Medium-Term Revenue and Expenditure Framework (MTREF) period 2023 to 2026 attached herein as **ANNEXURE A**.

To inform Council of the draft Human Settlement Development Grant (HSDG) and the draft Informal Settlements Upgrading Partnership Grant (ISUPG) allocation for human settlements development projects received from the Provincial Department of Human Settlements (PDoHS) for the (MTREF) 2023 to 2026.

To request that the Housing Pipeline be submitted to the Provincial Department of Human Settlements (PDoHS) upon attainment of Council's approval.

To inform Council of the new strategic shifts pertaining the provision of human settlements development from the National Department of Human Settlements (NDoHS) and Provincial Departments of Human Settlements (PDoHS).

To provide a status report to Council on the progress of existing human settlement development projects that were previously on the approved Housing Pipeline.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

This Council item relates to the annual review of the Stellenbosch Municipality's Housing Pipeline for the MTREF period 2023 – 2026.

The PDoHS requires that every Municipality must have a Housing Pipeline. The Housing Pipeline is premised on a ten-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.

According to the PDoHS housing demand database, Stellenbosch Municipality's current housing demand waiting list comprises of 18 263 applicants. The Municipality currently has numerous housing development projects under consideration to ensure a healthy delivery pipeline towards fulfilling the housing demand and its legislative mandate. The overall housing pipeline of the Municipality articulates active housing development projects that are at various stages of planning and implementation.

In 2020, the Minister of Human Settlements Gazetted the declaration of the Priority Human Settlements and Housing Development Areas (PHSHDA's). The PHSHDAs intends 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.

In 2020, the Provincial Department of Human Settlements (PDoHS) presented new strategic shifts in human settlements development projects to enable the residents of the Western Cape to have access to liveable, accessible, safe, and multi-opportunity settlements. The specific strategic objectives are radical acceleration of housing opportunities, radical integration approach to human settlements, radical implementation of innovative solutions and radical economic growth and job creation.

The Department: Spatial Planning has collaborated with the Department of Environmental Affairs and Development Planning (DEA&DP) and undertaken a Housing Market Study for the Stellenbosch CBD to determine the needs and demand for affordable housing within the government housing subsidy programmes and private sector housing developments.

5. RECOMMENDATIONS

(a) that **Council approve** the reviewed annual Housing Pipeline (Projects) for the Medium-Term Expenditure Framework ("MTREF") period 2023 to 2026 for Stellenbosch Municipality, attached as **ANNEXURE A** to this report;

(b) that **Council take note** of the draft Human Settlement Development Grant ("HSDG") and draft Informal Settlements Upgrading Partnership Grant ("ISUPG") budget allocations for human settlements development projects received from the Provincial Department of Human Settlements (PDoHS) for the MTREF period of 2023 to 2026;

(c) that **Council take note** of the new strategic shifts pertaining the provision of human settlements development from the National Department of Human Settlements (NDoHS) and Provincial Departments of Human Settlements (PDoHS);

(d) that **Council take note** that the reviewed annual Housing Pipeline is aligned to the Stellenbosch Municipality's Spatial Development Framework ("MSDF") as amended in 2023; and the Stellenbosch Municipality's Capital Expenditure Framework (CEF);

(e) that **Council approve** the submission of the revised Stellenbosch Municipality's Housing Pipeline to the Provincial Department of Human Settlements;

(f) that **Council take note** of the progress of the human settlements development projects that are at pre-planning, and/or planning phase as reflected in table 1 below, as contained in this report;

(g) that **Council take note** of the projects under construction (within the implementation phase which is dealt by the Department: Project Management Unit) as reflected in table 2 below contained in this report; and

(h) that **Council approves** that the reviewed Housing Pipeline for the MTREF period of 2023 to 2026 be advertised as an appendix to the Stellenbosch Municipality's Municipal Spatial Development Framework (MSDF) as amended during 2023.

TABLE 1: POJECTS IN PRE-PLANNING AND/OR PLANNING PHASE				
Name of Project / Settlement		**Estimated Number of Opportunities**	**Project Phase**	**Progress Update**
1	Erf 7001 Stellenbosch, Cloetesville ("Soek-mekaar")	300 -400 GAP housing	Detailed planning	A service provider was appointed to undertake planning studies and obtain development rights for the proposed middle to higher income GAP housing development.
2	Jamestown Development: Phase 2 & 3	+400 service sites (top structures TBD)	Detailed planning	A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development.
3	Northern Extension	± 4000 – 6000 service sites (top structures TBD)	Detailed planning	A service provider was appointed to obtain development rights for a mixed-use development on the properties known as the Northern Extension.
4	Erf 64 Kylemore	± 600 sites (top structures TBD)	Detailed planning	A feasibility study report into the proposed housing development was completed. A Power of Attorney has been obtained by the HDA. The HDA has appointed a team of professionals to finalise detailed planning studies and to obtain development rights.
5	Erven 412, 217 and 284 Groendal, Franschhoek	90 sites	Pre - planning	The consultant submitted various proposed concept layout options for the consideration by Council. An Item will be submitted to Mayco to consider the proposed development options for the property.
6	Portion of Erf 7271 Stellenbosch, Cloetesville	170 sites / top structures	Planning	Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.
7	Erven 6300, 6847, 6886 Stellenbosch, Cloetesville	279 service sites /top structures)	Planning	Council has approved the project to proceed with to detailed planning studies. Funding application to PDoHS was submitted, Department: Housing Development, await the outcome of the funding application.
8	Erf 8776 Stellenbosch, Cloetesville	37 service sites / top structures	Planning	Council has approved the project to proceed with to detailed planning studies. Funding application to PDoHS was submitted, Department: Housing Development, await the outcome of the funding application.
9	Erf 6705 Stellenbosch, Cloetesville	12 service sites	Planning	Council has approved the project to proceed with to detailed planning studies. Funding application to PDoHS was submitted, Department: Housing Development, await the outcome of the funding application.

10	La Motte Old Forest Station	442 serviced sites; possible temporary relocation units	Planning	A feasibility study report into the proposed housing development was completed. The HDA has been appointed to facilitate the transfer of land and to finalise detained planning studies for township establishment.
11	Droë Dyke	1000 sites (type TBD)	Pre - Planning	Forms part of the Adam Tas Corridor initiative. The property is under investigating for future housing development.
12	Jamestown Development: Phase 4	+1500 - 2000 service sites and top structures	Detailed planning	A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development. The request for the inclusion of the subject property within the Stellenbosch Town Urban Edge, has been submitted and is currently contained as part of the proposal for the amendment of the MSDF which will be table for public comment at the Council meeting scheduled for March 2023.
***SOCIAL HOUSING PROJECTS**				
Name of project / settlement		**Estimated Number of opportunities**	**Project Phase**	**Progress Update**
1	Farms 81/2 and 81/9 Stellenbosch	± 250 – 350 rental units	Detailed planning	The Terms of Reference (ToR) was advertised to appoint an accredited Social Housing Institute (SHI) and/or Other Development Agency (ODA) to develop social housing project.
2	Lapland Precinct	±368 rental units	Feasibility study	The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.
3	Teen-die-bult Precinct	±180 rental units	Feasibility study	The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.
***PROJECTS DEALING WITH THE FORMALISING AND UPGRADING OF EXISTING SETTLEMENTS**				
Name of project / settlement		**Estimated Number of opportunities**	**Project Phase**	**Progress Update**
1	Erf 2183 Klapmuts, La Rochelle	100 serviced sites, possible temporary relocation units	Detailed planning	A service provider has submitted land use applications to obtain development rights for enhanced serviced sites.
2	Langrug, Franschhoek	1900 sites	Detailed planning	A service provide will be appointed to finalise detailed plans for the rehabilitation of the freshwater dam and implementation of an in-situ upgrade project.
3	Enkanini Informal Settlement	1300 sites (top structures TBD)	Detailed planning	The in-situ upgrade of Enkanini to commence in 2025/26 financial year.
4	Kayamandi Town Centre	1854 serviced sites and top structures	Detailed planning	A service provider has submitted land use applications to obtain development rights for township establishment for 3-storey (BNG) walk-ups.
5	Maasdorp Village, Franschhoek	16 - 32 top structures	Detailed planning	A service provider has submitted a land use application to obtain development rights.

Name of project / settlement		Estimated Number of opportunities	Project Phase	Progress Update
6	3460 Meerlust, Franschhoek (200)	200 units	Feasibility study	A feasibility study report into the proposed housing development project was concluded. The HDA has been appointed to facilitate the transfer of land and to finalise detailed planning studies for township establishment.
7	Jonkershoek	Units and sites TBD, together with 40 existing units	Feasibility study	A feasibility study report has been concluded. HDA has been appointed to facilitate the process. Clarity on the way forward need to be determined.

TABLE 2: HOUSING PROJECTS AT IMPLEMENTATION PHASE				
Name of project / settlement		**Estimated Number of opportunities**	**Project Phase**	**Progress Update**
1	Erf 3229 Mooiwater	253 sites	Implementation	Development rights for the project have been obtained. A contractor has completed rehabilitation of the property. The project was implemented in two phases as follows. • Phase 1: A contractor was appointed in July 2022 for the-site rehabilitation and construction of bulk. The project was completed in December 2023. • Phase 2: The Project Management Unit is in the process of appointing a contractor for the installation of Civil and Electrical infrastructure. The completion date of the project is scheduled for March 2023.
2	Idas Valley	166 sites and 166 FLISP Units	Implementation	The construction of 166 top structures to commence in July 2022 until December 2023.
3	The Steps and Orlean Lounge, Cloetesville	161 existing houses	Implementation	The upgrade of the housing units commenced July 2020. The completion date of the project is scheduled for June 2023.
4	ISSP Kayamandi Zone O (711) UISP	178 sites	Implementation	A contractor was appointed in July 2022 for the installation of civil services for 178 sites. The contractor has been unable to establish on site due to the relocation of 58 families on site. There has been a collaborative effort in the municipality to relocate the families to commence with the implementation of the project. According to the program, the contractor is expected to commence with the construction activities in May

				2023. The completion date of the project is scheduled for June 2024.

6. BACKGROUND AND DISCUSSION

6.1. Background

The Provincial Department of Human Settlements (PDoHS) requires that every Municipality must have a Housing Pipeline. The Housing Pipeline is premised on a ten-year horizon and serves as planning and budgeting tool for implementation of human settlements initiatives. Each Municipality's housing pipeline is an integral component of the Department of Human Settlements' Business Plan. The housing pipeline must be review on annually to effectively articulate the Municipality project list, targets, and budget allocations towards fulfilling the housing demand and its legislative mandate.

The objective of the housing pipeline is to provide more emphasis on the housing programmes administered by the Municipality such as:

- The provision of enhanced serviced sites,
- the upgrading of informal settlements,
- access to affordable housing (BNG),
- Social Housing (the National Minister of Human Settlements approved Stellenbosch as a restructuring town and restructuring zones in March 2017),
- the IRDP enables the development of well-located, socially diverse projects that provide a mix of income groups and land uses; and
- Financed Linked Individual Subsidy Programme (FLISP) - for those within the gap market to acquire existing properties or to buy a serviced site.

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.

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 Council's housing projects. This process is long and tedious and the chance of 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.

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 (SHI) and/or Other Development Agency (ODA) in order to effect to the Municipality's social housing programme. The aim of this programme is 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 image below depicts areas that have been declared as Restructuring Zones for Stellenbosch Municipality as figure 1.

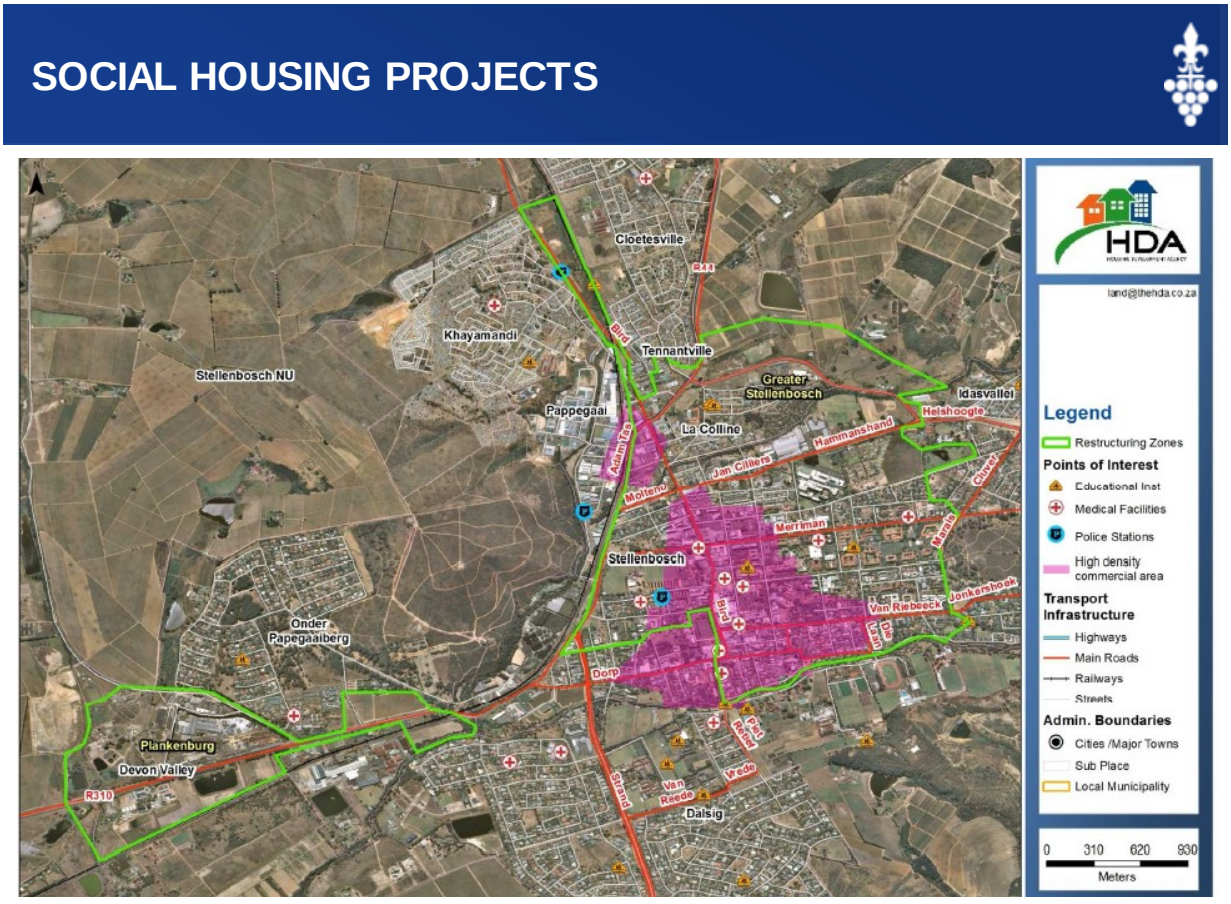


Figure 1: Restructuring Zones as indicated in green.

To give effect to the Housing Pipeline, the PDoHS through the Human Settlements Business Plan, the allocation for the Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG) in the 2023/24 financial year is R41 046 000.

6.2. DISCUSSION

6.2.1. Housing Demand Overview

According to the Provincial Department of Human Settlement's housing demand database, Stellenbosch Municipality's current housing demand waiting list comprises of 18263 applicants. For purposes of planning and alignment, the active demand is used to determine the backlog and opportunities that are required to ensure a healthy delivery pipeline towards fulfilling the housing demand and its legislative mandate.

The Department: Spatial Planning has collaborated with DEA&DP and undertook a Housing Market Study for the Stellenbosch CBD to determine the needs and demand of affordable housing within the government housing subsidy programme and private sector housing developments. This Housing Market Study for the Municipality will allow the Department: Housing Development together with Department: Housing Administration to articulate the number of active housing demand under each housing subsidy programme to provide a clearer picture of the housing demand relative to the housing subsidy programme.

The table below articulates the housing subsidy programmes provided by Government.

Housing subsidy programmes		Income bracket (Monthly Household Income)	Description
1	Government subsidised hosing	<R3 500	100% government subsidy with no beneficiary contributions (Breaking New Ground units subsidised in full by government).
2	Enhanced site and Service	R3 500 or R3 501 - R7 000	100% government subsidy with no beneficiary contributions for an enhanced service site (standpipe and toilet facility).
3	Gap Housing	R 3501 – R 22 000	A bond must be obtained through a financial institution who will apply directly to the PDoHS for a top structure. The subsidy amount decreases as the monthly income increases.
4	Social housing	R1 850 – R6 700 R6 701 - R22 000	Rental or co-operative housing option managed by an accredited SHI.
5	Finance-Liked Individual Subsidy Programme (FLISP) housing	R3 501 – R22 000	Provision of government subsidies on a sliding scale (of between R121 626 and R27 960) to reduce monthly home loan repayments (partially subsidised by government).
6	Bonded housing	> R22 000	Private financing from financial institutions for housing on the open market.

6.2.2 New Housing Delivery Model Development

A Minister's engagement in September 2020 to discuss the business planning and budgeting process, with specific emphasis on the funding realities. During this particular engagement, the Head of Department of the Provincial Department of Human Settlements indicated that the national funding for housing has been reduced and advised that it will have a severe impact on municipalities.

The National Department of Human Settlements thereafter sent correspondence to the Provincial Department of Human Settlements to elaborate on the changed directive towards the provision of housing, which now entails the following:

- Delivery of top structures is fiscally un-sustainable leading to the directive to downscale delivery of top structures and prioritise the delivery of serviced sites and enhanced serviced sites where applicable;
- Project approval for normal Breaking New Ground (BNG) top structures will only be provided for the following beneficiary categories: The elderly (sixty years and older), military veterans, persons with disabilities, child headed households, persons on the waiting list fifteen years or longer and backyarders (category added by the Provincial Department of Human Settlements); The typologies to be considered for top structures will be focused on medium to high density developments;
- Top structures will only be provided where approvals or contractual commitments exist or where construction has begun. No new contractual commitments will be entered into for top structures as from 1 April 2021;
- No new top structure projects may be awarded without the approval from the National Department;
- Providing access to basic services; and
- Focus on the in-situ upgrading of Informal Settlements.

6.2.3 Budget - Medium Term Revenue and Expenditure Framework (MTREF)

The Municipality received a draft Business Plan from the Provincial Department of Human Settlements (PDoHS) indicating the projects list, targets, and funding allocation of the approved 2022/2023 HSDG and ISUPG Business Plans. The draft Human Settlement Development Grant (HSDG) and draft Informal Settlements Upgrading Partnership Grant (ISUPG) allocation for 2023/24 financial year is R41 046 000. Stellenbosch Municipality's draft allocation of the HSDG and ISUPG for the Medium-Term Revenue and Expenditure Framework (MTREF) of 2023/2024 to 2025/2026 is described in table below:

Housing Subsidy Programme	Financial Year (MTREF PERIOD)		
	2023/24	2024/25	2025/26
Human Settlement Development Grant	R18 383 000	R24 008 000	R59 025 000
Informal Settlements Upgrading Partnership Grant	R22 663 000	R16 744 000	R21 800 000
Total	**R41 046 000**	**R40 752 000**	**R80 825 000**

Draft Grant allocation to the Municipality for the MTREF period

6.2.4 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 (PHSHDA's). The PHSHDAs intends 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 PHSHDA's are underpinned by the principles of the National Development Plan (NDP) and allied objectives on the National Spatial Development Framework (NSDF) and the Integrated Urban Development Framework (IUDF) which includes:

- **Spatial Justice:** reversing segregated development and creation of poverty pockets in the peripheral areas, integrate previously excluded groups and resuscitate 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:** emphasis is on 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 subsidized, as well as finance linked housing, social and rental housing, commercial, institutional and other land uses 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 is able to 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 into 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: 1) Beneficiaries are empowered individually and collectively, 2) various partnerships are created, 3) social capital is retained and expanded upon, and 4) housing is valued as an asset far beyond its monetary value.

The current status of the PHSHDA 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 neighborhoods of Jamestown, Kayamandi and Central Stellenbosch;

- To date the Housing Development Agency (HDA) with assistance from the Provincial Department of Human Settlements (PDoHS) have undertaken a Status Quo Analysis in preparation for the drafting of the Stellenbosch PHSHDA Development Plan. The Status Quo Analysis has been completed and will inform the Development Plan drafting going forward; and

- The PDoHS, Stellenbosch Municipality and HDA will proceed with the drafting of the Stellenbosch PHSHDA Development Plan in the near future.

The image below depicts areas that have been declared as Priority Human Settlements and Housing Development Areas (PDSHDA) as figure 2.

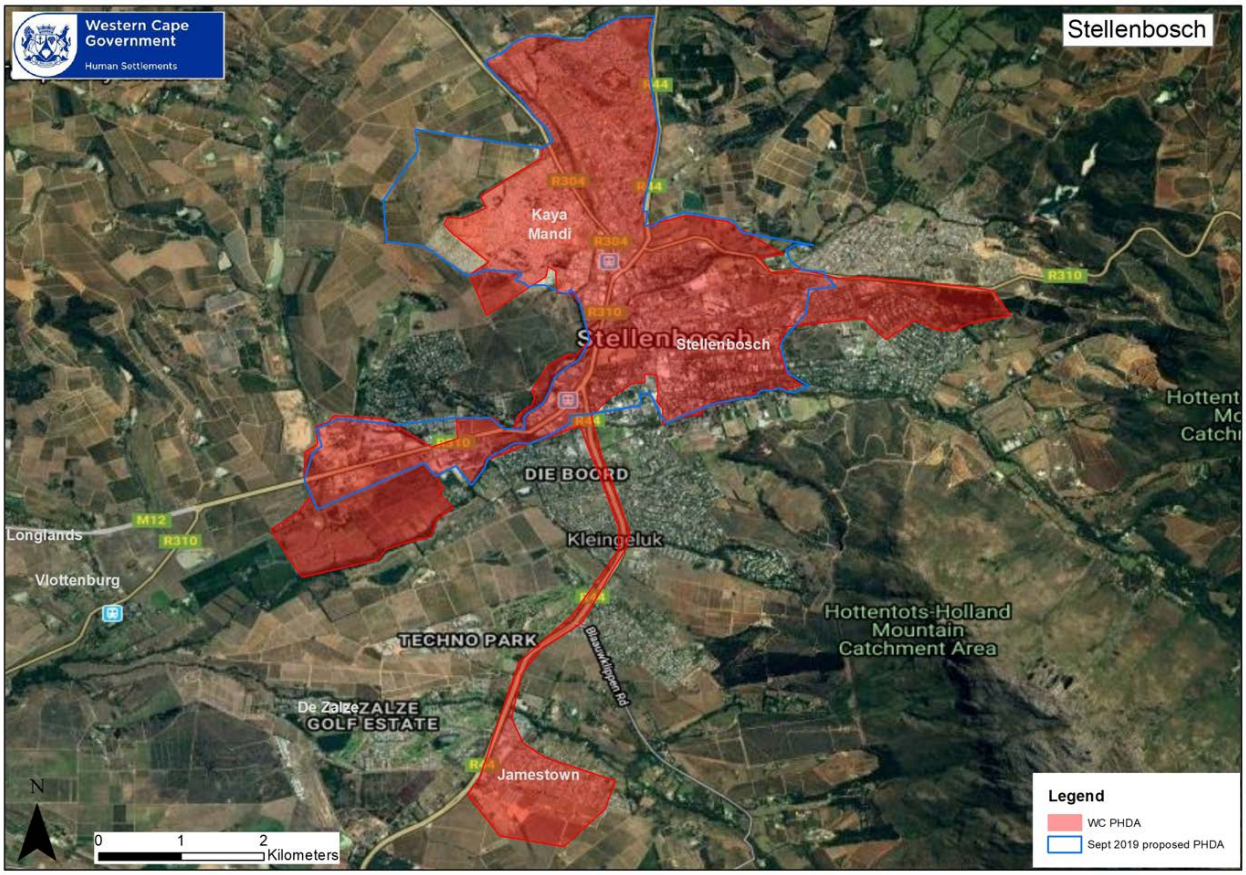


Figure2: Priority Human Settlements and Housing Development Areas (PDSHDA)

6.2.5 Readiness Matrix

The priority of a project is determined as follows:

- Land is identified for consideration and further investigation into the potential development of the land.
- A Project Initiation Document (PID) is submitted to the Provincial Department of Human Settlements for approval by the Department to release funds to proceed with Feasibility Studies.
- Feasibility studies are then conducted to provide a framework in which an informed decision can be taken whether the land is suitable for a housing development project.

- A Project Feasibility Report (PFR) is then submitted to the Provincial Department of Human Settlements for approval by the Department to release funds to proceed with the planning and pre-planning phase.
- In the event that the project is deemed feasible (approval of the PFR), the pre-planning and planning phase then continues which entails the obtaining of development rights in terms of various applicable legislation, such as, amongst others and where relevant, the Land Use Planning Act and subsequent Municipal Land Use Planning By-Law, the Subdivision of Agricultural Land Act No 70 of 1970, the National Environmental Management Act No 107 of 1998 and the National Heritage Resources Act No 25 of 1999. Surveyor General Approval and Deeds Office Registrations are also required.
- Once all the required development rights have been obtained, a Project Implementation Readiness Report (PIRR) is submitted to the Provincial Department of Human Settlements for approval to release funds to proceed with the installation of services and the construction of top structures where applicable.
- The Provincial Department of Human Settlements requests that the Project Readiness Matrix, an instrument to assess the credibility of their Business Plan submitted to the National Department of Human Settlements, be completed as a priority by Municipalities. The Readiness Matrix indicates the status of beneficiary approvals, land use and environmental approvals, evidence of submission to the Surveyor-General and/or approved General Plans, evidence of sufficient bulk infrastructure, contractor procurement, and detailed cash flows per project. Municipalities are urged to ensure that project applications are submitted with a portfolio of evidence to satisfy the Readiness Matrix for all projects to be funded on the Business Plan.

6.2.6 Stellenbosch Municipality Housing Pipeline and Existing Housing Projects.

The Municipality currently has numerous housing development projects under consideration to ensure a healthy delivery pipeline towards fulfilling the housing demand and its legislative mandate. The overall housing pipeline of the Municipality articulates active housing development projects that are at pre-planning and or detailed phase (mostly Greenfield developments), formalisation and/or upgrading of existing settlements, social housing projects and various projects that are at implementation phase. The housing development project information is provided per town/area and described in terms of its project name, locality, subsidy mechanism, targeted units, planning timeframes and whether the projects have council approval or not.

The implementation of housing projects in the Municipality is executed by the Department: Project Management Unit (PMU). The Department: Housing Development is responsible for planning and ensuring that development rights are obtained, whereafter the projects handed over to the Department: Project Management Unit for implementation.

6.2.7 Proposed amendments to the Stellenbosch Municipality's Housing Pipeline for the 2023/2024 financial year as compared to the Housing Pipeline reviewed and approved by Council for the 2022/2023 financial year.

The proposed reviewed Housing Pipeline for the 2023/2024 financial year features no new additional housing development proposals.

The proposed reviewed Housing Pipeline for the 2023/2024 financial year has, however, been rationalised to bring it into alignment with the proposed amended Stellenbosch Municipal Spatial Development Framework, 2023 and the

Stellenbosch Municipality's Capital Expenditure Framework. Projects removed from the proposed Housing Pipeline include:

A portion of the Farm Elsenburg A No. 34, Stellenbosch (Vaaldraai, Elsenburg) – The reason for proposing the removal of this project from the proposed Housing Pipeline is because this portion of land is Western Cape Government owned land. The land portion is currently outside of the municipal approved urban edge and is not aligned with the Municipality's Capital Expenditure Framework. Having said this, this portion of land will be subject to investigation by the Municipality's Department of Development Planning in terms of its future development potential and as such it could be re-introduced into future Housing Pipelines should the outcome of these investigations be positive, and agreement can be reached with the landowner in terms of the financial implications of potential future development.

De Novo – The reason for proposing the removal of this project from the proposed Housing Pipeline for the 2023/2024 financial year is because this project is not a Stellenbosch Municipality driven project, it is a Western Cape Government Provincial Department of Human Settlement driven project which is not catered for in the Municipality's proposed Capital Expenditure Framework. The land portion is currently outside of the municipal approved urban edge and is not aligned with the Municipality's Capital Expenditure Framework.

Faure Agri-Village: Portions 3 and 5 of the Farm 1081, Stellenbosch – The reason for proposing the removal of this project from the proposed Housing Pipeline is because this is a private sector led project and not a Municipal project. This project is also not aligned with the proposed Municipality's Capital Expenditure Framework. The land portion is currently outside of the municipal approved urban edge and is not aligned with the Municipality's Capital Expenditure Framework.

Simonsig Village: Portion 39 and 40 of the Farm Koelenhof No 66, Stellenbosch- The reason for proposing the removal of this project from the proposed Housing Pipeline is because this is a private sector led project and not a Municipal project. This project is also not aligned with the proposed Municipality's Capital Expenditure Framework. The land portion is currently outside of the municipal approved urban edge and is not aligned with the Municipality's Capital Expenditure Framework.

7. Financial Implications

The proposed Housing Pipeline is submitted to Council on an annual basis. The financial implications are based on the approval of projects as per the funding submissions (applications) and project feasibility reports to the PDoHS. The financial implications to Council for the Medium-Term Revenue and Expenditure Framework (MTREF) period are described in the table below.

Funding source	**Financial Years (MTREF PERIOD)**		
	2023/24	**2024/25**	**2025/26**
Draft Human Settlement Development Grant and Informal Settlements Up Partnership Grant	R41 046 000	R40 752 000	R80 825 000

The Housing Pipeline must reconcile with the PDoHS approved budget/s and Business Plans as well as the infrastructure capacity as aligned with the Municipality's Capital Expenditure Framework.

8. Staff Implications

This report has staff implications in accordance with the approved organogram. The Department: Housing Development has a vacancy rate of 90%. The Programme Manager is currently appointed on a contract basis, the post has been advertised and closed. Recruitment and selection are currently on-going.

9. Previous / Relevant Council Resolutions

5th COUNCIL MEETING: 2022-05-25: ITEM 11.5.1

RESOLVED (nem con)

(a) that the reviewed annual Housing Pipeline (Projects) for the MTREF period 2022 to 2025 for Stellenbosch Municipality **be noted;**

(b) that the reviewed annual Housing Pipeline (Projects) for the MTREF period 2022 to 2025 for Stellenbosch Municipality **be approved**;

(c) that the HSDG and ISUPG allocations for human settlements development projects received from the Provincial Department of Human Settlements (PDoHS) for the (MTREF) 2022 to 2025 **be noted**;

(d) that the new strategic shifts pertaining the provision of human settlements development from the National Department of Human Settlements (NDoHS) and Provincial Departments of Human Settlements (PDoHS) **be noted**;

(e) that the submission of the revised Stellenbosch Municipality's Housing Pipeline to the Provincial Department of Human Settlements **be approved**;

(f) that the progress of the human settlements development projects that are at pre-planning, and/or planning phase as reflected in table 1 below, **be noted**:

TABLE 1: PRE-PLANNING AND/OR PLANNING PHASE

Name of Project / Settlement		Estimated Number of Opportunities	Project Phase	Project Progress Update
1	Northern Extension, Kayamandi	± 4000 – 6000 service sites (top structures TBD)	Detailed planning	Service provider has been appointed to obtain development rights for a mixed-use development on the properties known as the Northern Extension.
2	Jamestown Development: Phase 2 & 3	+400 service sites (top structures TBD)	Detailed planning	A service provider will be appointed to undertake planning studies and obtain development rights for a mixed-used housing development.
3	Jamestown Development: Phase 4	+1500 - 2000 service sites and top structures	Feasibility study	A service provider will be appointed to undertake planning studies and obtain development rights for a mixed-used housing development.
4	Erf 7001 Stellenbosch, Cloetesville ("Soek-mekaar")	400 service sites / top structures	Feasibility study	A service provider has been appointed to undertake planning studies and obtain development rights for middle to higher GAP housing development.

5	Erf 64 Kylemore	± 600 sites (top structures TBD)	Detailed planning	Feasibility study report has been concluded. Power of Attorney has been obtained by the HDA and will appoint a service provider to obtain development rights. Land has been transferred to the Municipality. HDA to appoint a service provider
6	Erven 412, 217 and 284 Groendal, Franschhoek	90 sites	Pre - planning	The consultant has submitted various concept layout options for the consideration by Council. Council Item was submitted to Mayco.
7	Botmaskop	TBD	Feasibility study	Service provider is currently in process to submit a feasibility study report with proposals of various development options.
8	Portion of Erf 7271 Stellenbosch, Cloetesville	170 sites / top structures	Feasibility study	Council has approved the project to proceed with detailed planning studies. Funding application to PDoHS was submitted, await outcome of the application.
9	Erven 6300, 6847, 6886 Stellenbosch, Cloetesville	279 service sites /top structures)	Feasibility study	Council has approved the project to proceed with detailed planning studies. Funding application to PDoHS was submitted, await outcome of the application.
10	Erf 8776 Stellenbosch, Cloetesville	37 service sites / top structures	Feasibility study	Council has approved the project to proceed with detailed planning studies. Funding application to PDoHS was submitted, await outcome of the application.
11	Erf 6705 Stellenbosch, Cloetesville	12 service sites	Feasibility planning	Council has approved the project to proceed with detailed planning studies. Funding application to PDoHS was submitted, await outcome of the application.
12	La Motte Old Forest Station	442 serviced sites; possible temporary relocation units	Feasibility study	Feasibility study report have been concluded. HDA has been appointed to facilitate the transfer of land to finalise planning studies for township establishment. HDA to submit PFR to PDoHS.
13	Adam Tas Corridor	TBD	LSDF	The Department: Spatial Planning is currently undertaking the development of a Local Spatial Development Framework (LSDF) for the ATC development.
14	Droë Dyke	1000 sites (type TBD)	Pre - Planning	Forms part of the Adam Tas Corridor initiative. The property is under investigating for future housing development.

SOCIAL HOUSING PROJECTS				
Name of project / settlement		**Estimated Number of opportunities**	**Project Phase**	**Project Progress Update**
1	Teen-die-bult Precinct	180 top structures (units)	Feasibility study	The terms of reference to be prepared to appoint an accredited Social Housing Institute (SHI) to develop social housing project.
2	La Colline Precinct	TBD	Feasibility study	Terms of reference to be prepared to appoint an accredited Social Housing

				Institute (SHI) to develop social housing project.
3	Farms 81/2 and 81/9 Stellenbosch	± 250 – 350 rental units	Detailed planning	Terms of reference to be prepared to appoint an accredited Social Housing Institute (SHI) to develop social housing project.
4	Lapland Precinct	368 top structures	Feasibility study	Terms of reference to be prepared to appoint an accredited Social Housing Institute (SHI) to develop social housing project.
FORMALISING AND UPGRADING OF EXISTING SETTLEMENTS				
1	Kayamandi Town Centre	1854 serviced sites and top structures	Detailed planning	Service provider is in the process to submit land use applications to obtain development rights for township establishment for subsidised housing (BNG).
2	Enkanini Informal Settlement	1300 sites (top structures TBD)	Detailed planning	The in-situ upgrade of Enkanini to commence in 2025/26.
3	Langrug, Franschhoek	1900 sites	Detailed planning	A service provide will be appointed to finalise detailed plans for the rehabilitation of the freshwater dam and implementation of an in-situ upgrade project.
4	Erf 2183 Klapmuts, La Rochelle	100 serviced sites, possible temporary relocation units	Detailed planning	Service provider is in the process to submit land use applications to obtain development rights for enhanced serviced sites.
5	Maasdorp Village, Franschhoek	+ 16 - 32 top structures	Detailed planning	The service provider is in the process to submit a land use application to obtain development rights.
6	De Novo	77 rectifications of existing structures, 300 top structures,	**-**	The project is being managed and implemented by PDoHS,
7	Five housing projects in Kayamandi	396 erven	Detailed planning	Rezone and subdivide the property and register at the Surveyor General (SG)'s office.
8	3460 Meerlust, Franschhoek (200)	200 units	Feasibility study	Feasibility study report has been concluded. HDA has been appointed to facilitate the transfer of land to finalise planning studies for township establishment.
9	Jonkershoek	Units and sites TBD, together with 40 existing units	Feasibility study	A feasibility study report has been concluded. HDA has been appointed to facilitate the transfer of land to finalise planning studies for township establishment.
10	Farm 34 Vaaldraai Elsenburg	283 sites	Feasibility study	The property is owned by the Department of Public Works and Infrastructure (DPW&I). There are on-going discussions between the Municipality and DPW&I to transfer land to finalise township establishment.

(g) that the projects under construction (within the implementation phase which is dealt by the Department: PMU) as reflected in table 2 below, **be noted**:

TABLE 2: HOUSING PROJECTS AT IMPLEMENTATION PHASE				
Name of project / settlement		**Estimated Number of opportunities**	**Project Phase**	**Project Progress Update**
1	Vlottenburg Longlands	144 sites and 106 top structures	Implementation	The construction of 106 top structures to commence in May 2022.
2	Erf 3229 Mooiwater	253 sites	Implementation	Development rights have been obtained. A contractor will be appointed in July 2022 to implement the project. The project will be implemented in two phases as follows: - **Phase 1** entails the bulk earth works and site rehabilitation. - **Phase 2** entails the installation of infrastructure services.
3	Idas Valley	166 sites and 166 FLISP Units	Implementation	The housing development project will be implemented over a period of two years. The construction of 166 top structures to commence in July 2022 until December 2023.
4	The Steps and Orlean Lounge, Cloetesville	161 existing houses	Implementation	Phase two of the project to commence in May 2022.
5	ISSP Kayamandi Zone O (711) UISP	178 sites	Implementation	In the process of appointing a contractor to implement the project. Approximately 55 families must be relocated to a decanting site for the project to commence.

10. Risk Implications

This report has no risk implications for the Municipality.

11. Comments from Department: Spatial Planning

The reviewed Housing Pipeline is aligned with the proposed amended MSDF 2023.

ANNEXURES

Annexure A: Stellenbosch Municipality's Housing Pipeline

FOR FURTHER DETAILS CONTACT:

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REPORT DATE	***6 March 2023***

ANNEXURE A

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

ANNUAL REVIEW OF STELLENBOSCH MUNICIPALITY: HOUSING PIPELINE FOR THE MTREF PERIOD OF 2023 - 2026

TABLE OF CONTENTS

INTRODUCTION 4
STELLENBOSCH MUNICIPALITY HOUSING DEMAND OVERVIEW 6
NEW HOUSING DELIVERY MODEL DEVELOPMENT 7
PRIORITY HUMAN SETTLEMENTS AND HOUSING DEVELOPMENT AREAS (PDSHDA) 7
BUDGET - MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK (MTREF) 9
1. HUMAN SETTLEMENT DEVELOPMENT GRANT ALLOCATION 9
STELLENBOSCH MUNICIPALITY PIPELINE AND EXISTING HOUSING PROJECTS 11
1. PRE-PLANNING AND/OR PLANNING PHASE 18
1.1. Jamestown Development: Phase 2 – 4 – Ward 21 18
1.2. Erf 7001 Stellenbosch ("Soek-mekaar") - Ward 17 21
1.3. Erf 64 Kylemore - Ward 4 23
1.4. Northern Extension, Kayamandi - Ward 12 25
1.5. Erven 412, 217 and 284 Groendal, Franschhoek – Ward 2 28
1.6. Cloetesville Infill Housing Project 30
1.6.1. A portion of Erf 7271 Stellenbosch, Cloetesville 31
1.6.2. Erven 6300, 6847 and 6886 Stellenbosch, Cloetesville 33
1.6.3. Erf 8776 Stellenbosch, Cloetesville 35
1.6.4. Erf 6705 Stellenbosch, Cloetesville 37
1.6.5. Erf 8915 Stellenbosch, Cloetesville 39
1.6.6. Erven 6668 and 7181 Stellenbosch, Cloetesville 41
1.7. La Motte: Farm 1339, Farm 1158 and Farm 1158/1 Paarl – Ward 2 43
1.8. Droë Dyke – Ward 11 46
2. SOCIAL HOUSING 48
2.1. Farms 81/2 and 81/9 Stellenbosch - Ward 16 49
2.2. Lapland Precinct - Ward 10 51
2.3. Teen-die-Bult Precinct - Ward 10 54
2.4. La Colline - Ward 10 56
3. FORMALISING AND UPGRADING OF EXISTING SETTLEMENTS 58
3.1. Erf 2183 Klapmuts, La Rochelle – Ward 18 58
3.2. Langrug, Franschhoek (Planning P1) - Ward 1 and 2 60
3.3. Kayamandi Town Centre Ward 12, 13, 14 63
3.4. Maasdorp Village, Franschhoek – Ward 2 66
3.4.1. Erven 1080 – 1112 Kayamandi (33 erven) – Ward 12 71
3.4.2. Red Bricks Hostels: Erven 112, 114, 115, 116 Kayamandi – Ward 13 73
3.4.3. Erven 1123 – 1154 and 1113 – 1120 Kayamandi – Ward 15 75
3.4.4. Erven 513-522, 66, 67, 69 and Portion of Erf 523 Kayamandi – Wards 12 and 15 77
3.4.5. Mpelazwe: Remainder Erf 288 Kayamandi - Ward 13 79
3.5. Portion 1 of the Farm Meerlust No 1006 Paarl, Franschhoek – Ward 3 81

3.6. Jonkershoek – Ward 5 83
4. IMPLEMENTATION PHASE 85
4.1. Erf 3229 Franschhoek (Mooiwater) – Ward 1 85
4.2. A portion of Erf 9445 Stellenbosch: (Oak Tree Village, Idas Valley) – Ward 5 87
4.3. The Steps and Orlean Lounge, Cloetesville – Ward 16 89
4.4. Zone O, Kayamandi – Wards 14 and 15 91
4.5. Enkanini ABS (Planning) – Ward 12 94
4.6. Watergang Phase 2C – Erf 3603 Kayamandi – Ward 14 96

INTRODUCTION

The Provincial Department of Human Settlements (PDoHS) requires that every Municipality must have a Housing Pipeline. The Housing Pipeline is premised on a ten-year horizon and serves as planning and budgeting tool for implementation of human settlements initiatives. Each Municipality's Housing Pipeline is an integral component of the Provincial Department of Human Settlements' Business Plan. The Housing Pipeline must be review on annually to effectively articulate the Municipality project list, targets, and budget allocations towards fulfilling the housing demand and its legislative mandate.

The objective of the Housing Pipeline is to provide more emphasis on the housing programmes administered by the Municipality such as:

- The provision of enhanced serviced sites;
- the upgrading of informal settlements;
- access to affordable housing (Breaking New Ground - BNG);
- Social Housing (the National Minister of Human Settlements approved Stellenbosch as a restructuring town and restructuring zones in March 2017);
- the IRDP enables the development of well-located, socially diverse projects that provide a mix of income groups and land uses; and
- Financed Linked Individual Subsidy Programme (FLISP) - for those within the gap market to acquire existing properties or to buy a serviced site.

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.

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 (municipal waiting list) and hopefully this will result in a permanent dwelling in one of 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.

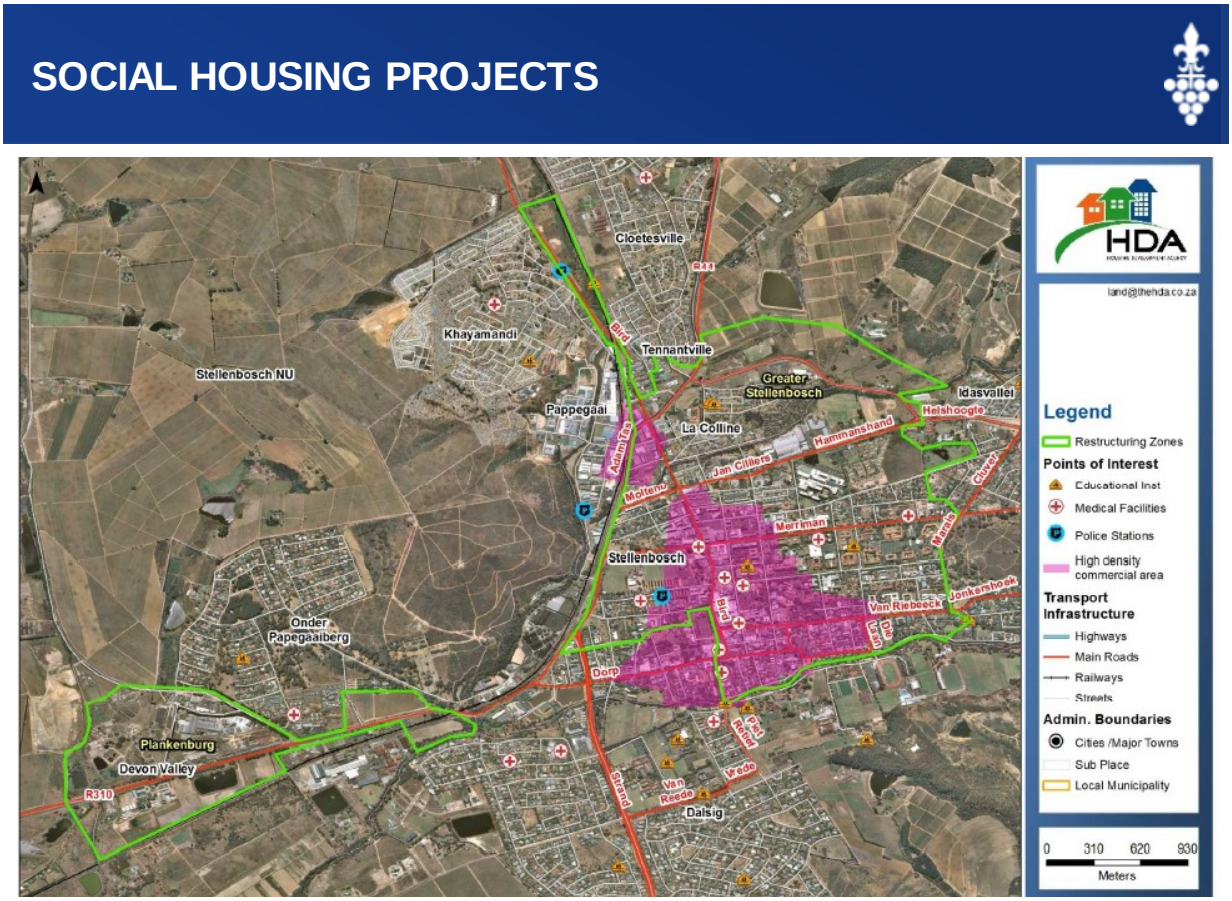
Social Housing

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 (SHI's) and/or Other Development Agency (ODA's) to effect to the Municipality's social housing programme.

The aim of this programme is 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 image below depicts areas that have been declared as Restructuring Zones for Stellenbosch Municipality.



To give effect to the Housing Pipeline, the PDoHS through the Human Settlements Business Plan, the allocation for the Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG) in the 2023/24 financial year is R41,046,000.00. The table below describes the human settlement development projects that have been allocated grant funding in the 2023/24 financial year:

Name of Project/ Settlement	Type of Project/ Subsidy Mechanism	Estimate Number of Opportunities
Erf 7001 Cloetesville, Stellenbosch ("Soek-mekaar")	IRDP, FLISP	±250 – 300 service sites (top structures TBD)

Name of Project/ Settlement	Type of Project/ Subsidy Mechanism	Estimate Number of Opportunities
ISSP Kayamandi Zone O	UISP	711 sites
La Motte Old Forest Station	IRDP, FLISP	442 service sites
Erf 2183 La Rochelle, Klapmuts	UISP	109 serviced sites; possible temporary relocation units
Langrug Franschhoek Mooiwater Dam Rehab & Basic Services	UISP	236 sites (top structures TBD)
Erf 64, Kylemore	IRDP, FLISP	600 opportunities
Droë Dyke	IRDP, FLISP	1000 Opportunities

STELLENBOSCH MUNICIPALITY HOUSING DEMAND OVERVIEW

Stellenbosch Municipality's current housing demand waiting list comprise of 18 263 applicants. This list is directly linked to the Western Cape Housing Demand Database. For purposes of planning and alignment, the active demand is used to determine the backlog and opportunities that are required. The table 1 below indicates the housing products and finance options currently available based on the household income ranges.

Housing subsidy programmes		Income bracket (Monthly Household Income)	Description
1	Government subsidised housing	<R3 500	100% government subsidy with no beneficiary contributions (Breaking New Ground units subsidised in full by government).
2	Enhanced site and Service	R3 500 or R3 501 -R7 000	100% government subsidy with no beneficiary contributions for an enhanced service site (standpipe and toilet facility).
3	GAP Housing	R 3501 – R 22 000	A bond must be obtained through a financial institution who will apply directly to the PDoHS for a top structure. The subsidy amount decreases as the monthly income increases.
4	Social Housing	R1 850 – R6 700 R6 701 - R22 000	Rental or co-operative housing option managed by an accredited SHI.

Housing subsidy programmes		Income bracket (Monthly Household Income)	Description
5	Finance-Liked Individual Subsidy Programme (FLISP) housing	R3 501 – R22 000	Provision of government subsidies on a sliding scale (of between R121 626 and R27 960) to reduce monthly home loan repayments (partially subsidised by government).
6	Bonded housing	> R22 000	Private financing from financial institutions for housing on the open market.

*** The Department: Spatial Planning has collaborated with the PDoHS to undertake a Housing Market Study for the Stellenbosch CBD to determine the needs and demand of affordable housing within the government housing subsidy programme and private sector housing developments. The Housing Market Study for the Municipality were completed during August 2022. The Department: Housing Development together with Department: Housing Administration are now in a much better position to articulate the number of active housing demand under each housing subsidy programme to provide a clearer picture of the housing demand relative to the housing subsidy programme.**

NEW HOUSING DELIVERY MODEL DEVELOPMENT

In 2020, the National Department of Human Settlements issued a letter to Provincial Department of Human Settlements regarding the new directives in human settlements projects. The letter stated that the delivery of top structures was fiscally unsustainable and therefore there is a need to downscale on the delivery of top structures to prioritise the delivery of service sites. The four newly prioritised categories for top structure on the letter were:

- The elderly;
- Military veterans;
- Persons with disabilities; and
- Child headed households.

The PDoHS added to the above its existing priority categories of:

- Backyard residents; and
- Person, longest on the waiting list.

After consultation with the National Department, the Provincial Department confirms 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.

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 (PHSHDA's). The PHSHDAs intends 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 PHSHDA's are underpinned by the principles of the National Development Plan (NDP) and allied objectives on the National Spatial Development Framework (NSDF) and the Integrated Urban Development Framework (IUDF) which includes:

- **Spatial Justice:** reversing segregated development and creation of poverty pockets in the peripheral areas, integrate previously excluded groups and resuscitate 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:** emphasis is on 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.

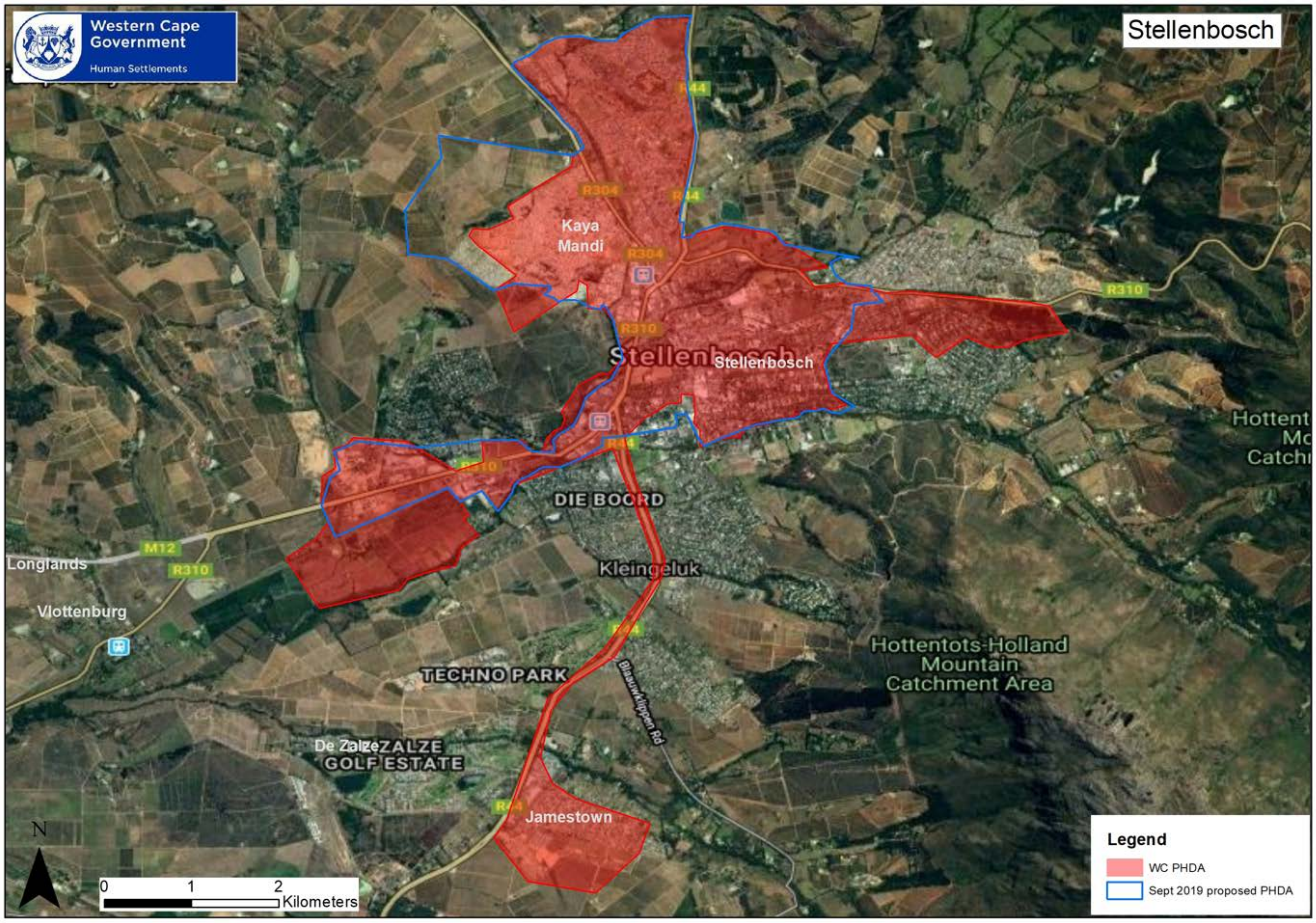
Emphasis is placed on synchronising national housing programmes in these priority human settlements and housing development areas namely:

- **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 subsidized, as well as finance linked housing, social and rental housing, commercial, institutional and other land uses 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 is able to 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 into 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 contribute in such a way that: 1) Beneficiaries are empowered individually and collectively, 2) various partnerships are created, 3) social capital is retained and expanded upon, and 4) housing is valued as an asset far beyond its monetary value.

The current status of the PHSHDA 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) have undertaken a Status Quo Analysis in preparation for the drafting of the Stellenbosch PHSHDA Development Plan. The Status Quo Analysis has been completed and will inform the Development Plan drafting going forward; and
- The PDoHS, Stellenbosch Municipality and HDA will proceed with the drafting of the Stellenbosch PHSHDA Development Plan in the near future.

The image below depicts areas that have been declared as Priority Human Settlements and Housing Development Areas (PDSHDA):



Priority Human Settlements and Housing Development Areas (PDSHDA)

BUDGET - MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK (MTREF)

1. HUMAN SETTLEMENT DEVELOPMENT GRANT ALLOCATION

The Human Settlement Development Grant (HSDG) and Informal Settlements Upgrading Partnership Grant (ISUPG) allocation for 2023/24 financial year is R41 046 000. Stellenbosch Municipality's allocation of the HSDG and ISUPG for the Medium-Term Revenue and Expenditure Framework (MTREF) of 2022/2023 to 2025/2026 is described hereunder in table 1:

Housing Subsidy Programme	Financial Year (MTREF PERIOD)		
	2023/24	2024/25	2025/26
Human Settlement Development Grant	R22 413 000	R24 008 000	R59 025 000
Informal Settlements Upgrading Partnership Grant	R18 633 000	R16 744 000	R21 800 000
Total	**R41 046 000**	**R40 752 000**	**R80 825 000**

Table 1: Grant allocation to the Municipality for the MTREF period

The Municipality received the Gazetted Business Plan from the Provincial Department of Human Settlements (PDoHS) indicating the projects list, targets and funding allocation for the approved 2023/2043 HSDG and ISUPG Business Plans. The list of projects, targets and budget allocation for Stellenbosch Municipality in the 2023/2024 financial year as well as the MTREF period are stipulated hereunder on the table below:

3 YEAR DELIVERY PLAN 20 January 2023 Business Plan 2023/24 - 2025/26 HSDG & ISUPG	PROGRAMME	2023/2024			2024/2025			2025/2026		
Average Site Cost (R'000) Average Unit cost (R'000)	60 158	SITES SERVICED	HOUSES BUILT	FUNDING R '000	SITES SERVICED	HOUSES BUILT	FUNDING R '000	SITES SERVICED	HOUSES BUILT	FUNDING R '000
Stellenbosch		**178**	**110**	**R41 046**	**468**	**68**	**R44 249**	**5000**	**300**	**R77 400**
Kayamandi Watergang Northern Extension (2000)	**IRDP**			0	100	0	6 000	100	100	21 800
Vlottenburg Longlands (106 incr to 144) IRDP	**IRDP**									
ISSP Kayamandi Zone 0 (711)	**ISUPG**		110	17 380		68	10 744		100	15 800
Stellenbosch Jamestown Phase 2 - 4 (1016) IRDP					100	0	6 000	100	100	21 800
Stellenbosch Droe Dyke (1000 - TOD)	**IRDP**			1 400			3 425			
Cloetesville (380) FLISP	**IRDP**			1 300				100	0	6 000
Kylemore (600)	**IRDP**			833			2 000			
La Motte Forest Station (442)	**IRDP**			1 500				100	0	6 000
ISSP Kayamandi Town Centre (1000) UISP	**ISUPG**	0		0	100		6 000	100		6 000
ISSP Kayamandi Zone 0 (711) UISP	**IRDP**	178		13 350	168		10 080	0		0
Klapmuts La Rochelle (100)	**ISUPG**			283						
Langrug Franschhoek Mooiwater (236)	**ISUPG**	0		5 000						

STELLENBOSCH MUNICIPALITY PIPELINE AND EXISTING HOUSING PROJECTS

Stellenbosch Municipality currently has numerous planned and potential housing development projects under consideration to ensure a healthy delivery pipeline towards fulfilling the housing demand and its legislative mandate. The overall Housing Pipeline of the Municipality, potential planned and current projects provided includes the formalisation and/or upgrade of informal settlements. The housing development project information is provided per town/area and described in terms of its project name, locality, subsidy mechanism, targeted units, planning timeframes and whether the projects have council approval or not. The housing development projects are at various stages of planning such as desktop studies, feasibility studies, detailed planning studies and securing development rights and implementation.

The implementation of housing projects in the Municipality is executed by the Department: Project Management Unit (PMU). The Department: Housing Development hands over projects to the Department: Project Management Unit for implementation after obtaining all the required development rights. Projects that have been included in the Housing Pipeline for the 2023/24 financial year are indicated in the table below.

PRE-PLANNING AND/OR PLANNING PHASE								
Name of project / settlement		**Type of project / subsidy Mechanism**	**Estimated Number of opportunities**	**Status of project**	**Project timeframes Land use approvals**			**Comment**
					2023/24	**2024/25**	**2025/26**	
1	Erf 7001 Stellenbosch, Cloetesville ("Soek-mekaar")	IRDP, FLISP	± 250 - 300 service sites (top structures TBD)	Detailed planning				A service provider was appointed to undertake planning studies and obtain development rights for the proposed middle to higher income GAP housing development.
2	Jamestown Development: Phase 2 & 3	IRDP, FLISP	400 service sites (top structures TBD)	Detailed planning				A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development.
3	Northern Extension, Kayamandi	IRDP, FLISP	± 4000 – 6000 service sites (top structures TBD)	Detailed planning				A service provider was appointed to obtain development rights for a mixed-use development on the properties known as the Northern Extension.
4	Erf 64 Kylemore	IRDP	+ 600 service sites and top structures	Detailed planning				A feasibility study report into the proposed housing development was completed. A Power of Attorney has been obtained by the HDA. The HDA has appointed a team of professionals to finalise detailed planning studies and to obtain development rights.

*PRE-PLANNING AND/OR PLANNING PHASE								
Name of project / settlement		**Type of project / subsidy Mechanism**	**Estimated Number of opportunities**	**Status of project**	**Project timeframes Land use approvals**			**Comment**
					2023/24	**2024/25**	**2025/26**	
5	Erven 412, 217 and 284 Groendal, Franschhoek	IRDP, FLISP	± 150 – 200 service sites	Pre - planning				The consultant submitted various proposed concept layout options for the consideration by Council. An Item will be submitted to Mayco to consider the proposed development options for the property.
6	Portion of Erf 7271 Cloetesville, Stellenbosch.	BNG, FLISP	170 service sites (top structures TBD)	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.
7	Erven 6300, 6847, 6886 Cloetesville, Stellenbosch.	FLISP	279 sites (top structures TBD)	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.
8	Erf 8776 Cloetesville, Stellenbosch.	FLISP	37 sites (top structures TBD)	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.

*PRE-PLANNING AND/OR PLANNING PHASE								
Name of project / settlement		**Type of project / subsidy Mechanism**	**Estimated Number of opportunities**	**Status of project**	**Project timeframes Land use approvals**			**Comment**
					2023/24	**2024/25**	**2025/26**	
9	Erf 6705 Cloetesville, Stellenbosch.	BNG	12 service sites / top structures	Planning	**TBD**			Council has approved the project to proceed to detailed planning studies. Funding application to PDoHS was submitted, Housing Development await the outcome of funding application.
10	La Motte Old Forest Station	IRDP, FLISP	±1000 sites serviced sites; possible temporary relocation units	Planning				A feasibility study report into the proposed housing development was completed. The HDA has been appointed to facilitate the transfer of land and to finalise detained planning studies for township establishment.
11	Droë Dyke	IRDP, FLISP	±1500 mixed use development	Feasibility study	-	-	-	Forms part of the Adam Tas Corridor initiative. The property is under investigating for future housing development.
12	Jamestown Development: Phase 4	IRDP, FLISP	1000 service sites (top structures TBD)	Detailed planning				A service provider was appointed to undertake planning studies and obtain development rights for a mixed-used housing development. Minor amendments were made to the MSDF to make provision for this project.
***Social Housing Project**								
Name of project / settlement		**Type of project / subsidy Mechanism**	**Estimated Number of opportunities**	**Status of project**	**Project timeframes Land use approvals**			**Comment**
					2023/24	**2024/25**	**2025/26**	
1	Farms 81/2 and 81/9 Stellenbosch	Social Housing	± 250 - 350 rental units	Detailed planning				The Terms of Reference (ToR) was advertised to appoint an accredited Social Housing Institute (SHI) and/or Other Development Agency (ODA) to develop social housing project.
2	Lapland Precinct	Social Housing	±368 rental units	Feasibility study	**TBD**			The service provider completed a feasibility study and further detailed

								studies will commence subject to the availability of funding.
3	Teen-die-bult Precinct	Social Housing	±180 rental units	Feasibility study	**TBD**			The service provider completed a feasibility study and further detailed studies will commence subject to the availability of funding.
***Formalising and Upgrading of Existing Settlements**								
Name of project / settlement		**Type of project / subsidy Mechanism**	**Estimated Number of opportunities**	**Status of project**	**Project timeframes Land use approvals**			**Comment**
					2023/24	**2024/25**	**2025/26**	
1	Erf 2183 Klapmuts, La Rochelle	UISP	100 serviced sites; possible temporary relocation units	Detailed planning				A service provider has submitted land use applications to obtain development rights for enhanced serviced sites.
2	Langrug, Franschhoek	UISP	1900 sites	Detailed planning				A service provide will be appointed to finalise detailed plans for the rehabilitation of the freshwater dam and implementation of an in-situ upgrade project.
3	Enkanini Informal Settlement	UISP	1300 sites	Detailed planning	-	-		The in-situ upgrade of Enkanini to commence in 2025/26 financial year.
4	Kayamandi Town Centre	UISP, Institutional	1854 service sites and top structures	Detailed planning				A service provider has submitted land use applications to obtain development rights for township establishment for 3-storey (BNG) walk-ups.
5	Maasdorp Village, Franschhoek	Township Establishment	+ 16 – 32 top structures	Detailed planning				A service provider has submitted a land use application to obtain development rights.
6	Five housing projects in Kayamandi	Township establishment	396 erven	Detailed planning				The service provider is in process to register at the Surveyor General (SG)'s office.
7	3460 Meerlust, Franschhoek (200)	IRDP	200 housing units	Feasibility study	-	-	-	A feasibility study report into the proposed housing development project was concluded. The HDA has been appointed to facilitate the transfer of land and to finalise detailed planning studies for township establishment.

8	Jonkershoek	Township Establishment, IRDP, FLISP	Units and sites TBD, together with 40 existing units	Feasibility study	-	-	-	A feasibility study report has been concluded. HDA has been appointed to facilitate the process. Clarity on the way forward need to be determined.

Housing projects being Implemented								
Name of project / settlement		**Type of project / subsidy Mechanism**	**Estimated Number of opportunities**	**Status of project**	**Project timeframes Implementation**			**Comment**
					2023/24	**2024/25**	**2025/26**	
1	Erf 3229 Mooiwater	UISP	253 sites	Implementation				Development rights for the project have been obtained. A contractor has completed rehabilitation of the property. The project was implemented in two phases as follows. • Phase 1: A contractor was appointed in July 2022 for the-site rehabilitation and construction of bulk. The project was completed in December 2023. Phase 2: The Project Management Unit is in the process of appointing a contractor for the installation of Civil and Electrical infrastructure. The completion date of the project is scheduled for June 2024.
2	Idas Valley	IRDP	166 sites and 166 FLISP Units	Implementation				The construction of 166 top structures commenced in July 2022 and completion is scheduled December 2023.
3	The Steps and Orlean Lounge, Cloetesville	CRR	161 existing houses	Implementation				The upgrade of the housing units commenced July 2020. The completion date of the project is scheduled for June 2023.

Name of project / settlement		Type of project / subsidy Mechanism	Estimated Number of opportunities	Status of project	Project timeframes Implementation			Project timeframes Implementation
					2023/24	2023/24	2023/24	
4	ISSP Kayamandi Zone 0 (711) UISP	UISP	178 sites	Implementation				A contractor was appointed in July 2022 for the installation of civil services for 178 sites. The contractor has been unable to establish on site due to the relocation of 58 families on site. There has been a collaborative effort in the municipality to relocate the families to commence with the implementation of the project. According to the program, the contractor is expected to commence with the construction activities in May 2023. The completion date of the project is scheduled for June 2024.

1. PRE-PLANNING AND/OR PLANNING PHASE

1.1. Jamestown Development: Phase 2 – 4 – Ward 21





Project Name		3269 Jamestown Phases 2 to 4 (1069) IRDP
Property Description		Portion of the Remainder, Portion 3 and a broader portion of Portion 7 of Farm No 527
Town		Stellenbosch
Suburb		Jamestown
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Currently planning
% of Total need addressed by Project		12,3
Housing Programme/s		IRDP / FLISP
Housing Opportunities	**Sites**	2 000
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Large scale of project
	Readiness Score	3

Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	Majority of the proposed development is located within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially. The appointed Service Provider and the specialist studies must be used to provide the detailed supporting evidence to substantiate the inclusion of portion of the property within the urban edge. The amendment process of the SDF will consider the inclusion of portion 3 based on the legislative criteria.
	Planning Opinion	The Planning Directorate fully support this PID application. The Planning Directorate recommends that Tranche 1.1 be released for 1044 opportunities. This implies the release of R 1 199 984.04 funding for Tranche 1.1 payment and provisional release of R 2 957 965.20 for Tranche 1.2. The release of Tranche 1.1 will allow the Stellenbosch Municipality to continue with the planning process by undertaking preliminary feasibility studies for the site. The following points serve as motivation for project support: • The project is consistent with the PSDF and Municipal SDF (2019) that promotes compaction and densification within the urban edge • The project was in principle supported by PPC in 2016 • The project forms part of the Municipality's Housing Pipeline and is incorporated in the Municipal 5-year IDP (dated 2017 – 2022) • The project is located within the proclaimed Stellenbosch PHDA • This project will provide new housing opportunities in the Gap Market which is a strategic objective of the Department.

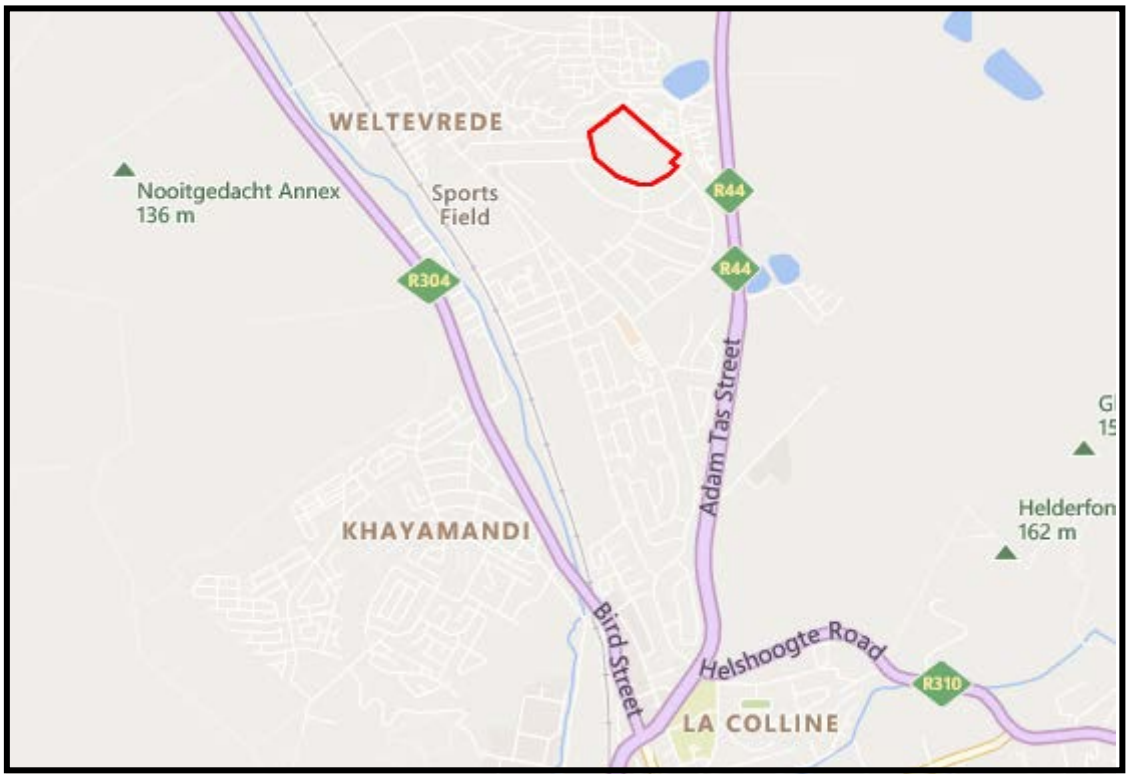
The subject property is located on the southern edge of the suburb of Jamestown, east of the R44 between Stellenbosch and Somerset West. It is flanked by an existing cemetery on its western boundary and a sports field located centrally on its northern edge. The site falls within an area characterized by medium to high-density residential as well as non-residential uses that serve the local community of Jamestown.

A professional team was appointed during June 2022 to undertake a broad conceptual urban design framework for a portion of portion 7 of farm 527 and remainder farm 527, Stellenbosch, and to obtain town planning and development rights. It should be noted that development rights have also been obtained for Phases 2 and 3 on Portion 7 of Farm 527 (site and service, 2-storey walk-ups, GAP housing, high income housing and public open space) and it is proposed that these two phases be made available simultaneously for development in the short to medium term.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning studies Obtain development rights: Phase 2 - 3
2024/25	Implementation of Phase 2 – 3 Obtain development rights: Phase 4
2025/26	Implementation of Phase 2 – 3 Obtain development rights: Phase 4

1.2. Erf 7001 Stellenbosch (“Soek-mekaar”) - Ward 17





Project Name		3694 Erf 7001 Cloetesville (360) IRDP
Property Description		Erf 7001
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2023/24
% of Total need addressed by Project		1,5 – 1,8
Housing Programme/s		IRDP / FLISP
Housing Opportunities	**Sites**	250 – 300 sites
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	FLISP Beneficiaries
	Readiness Score	4
Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Stellenbosch (page 70), and the project is listed on page 199. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 130. IDP 2020 - Project is listed as a priority municipal project on page 189. PHSHDA - The Project is included in the Stellenbosch PHSHDA.
	Planning Opinion	The Planning Directorate fully support this PID application. The Planning Directorate recommends that Tranche 1.1 be released for 360 opportunities. This implies the release of R413 788.00 funding for Tranche 1.1 payment and provisional release of R1 019 988.00 for Tranche 1.2. The release of Tranche 1.1 will allow the Stellenbosch Municipality to continue with the planning process by undertaking preliminary feasibility studies for the site. The following points serve as motivation for project support: • The project is consistent with the PSDF and Municipal SDF (2019) that promotes compaction and densification within the urban edge • The project was in principle supported by PPC in 2017 • The project forms part of the Municipality's Housing Pipeline and is incorporated in the Municipal 5-year IDP (dated 2017 – 2022) • The project is located within the proclaimed Stellenbosch PHDA • This project will provide new housing opportunities in the Gap Market which is a strategic objective of the Department.

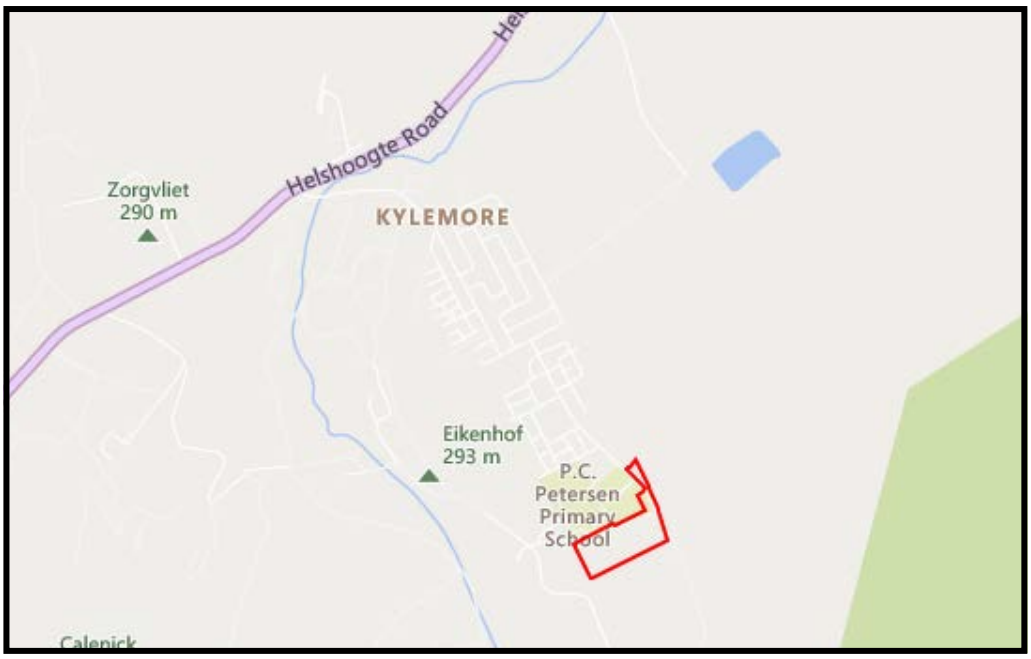
A study was done by a service provider that investigated different sites to for possible developments in Cloetesville. In accordance with the recommendations which were presented to Council, Erf 7001 was identified for possible GAP/ FLISP housing. A Call for Proposal for the mix use development of Erf 7001 Stellenbosch in Cloetesville was advertised on two occasions.

A team of professionals have been appointed in April 2022 to undertake a to undertake a Broad Conceptual Urban Design framework for the Erf no 7001 and to obtain town planning and development rights. This project timeframe for completion during 2024/25 financial year.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning studies
2024/25	Planning approvals
2025/26	Implementation

1.3. Erf 64 Kylemore - Ward 4





Project Name		2053(20) Stellenbosch Erf 64 Kylemore (171) IRDP
Property Description		Erf 64
Town		Kylemore
Suburb		Kylemore
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1.0
Housing Programme/s		IRDP
Housing Opportunities	**Sites**	0
	Serviced Sites	±600 serviced sites
	Top Structures (Units)	TBD
	Other	0
Project Readiness	**Land Obtained**	No (currently being transferred from the Dept. of Transport and Public Works and Infrastructure)
	EIA ROD	No
	Bulk capacity	Yes (Water is sufficient, Sewerage - Upgrades being undertaken. Link service for sewer needs to be upgrade)
	Land Use Approval	No
	PDOHS Approval	No (Was previously supported by PPC in 2013/14, but no applications have been submitted)
	Council Approval	Yes
	Risks / Issues	Land not in Municipal ownership, land invasion
	Readiness Score	2
Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	The project falls within the approved urban edge and has been identified in the SDF as future mixed-use, community, and residential infill.
	Planning Opinion	This project was presented to the PPC in 2013 already and was in principle supported. Although the project is located on the southern periphery of Kylemore, it can be considered as well located because of the proximity of two schools adjacent to erf 64. The project will provide infill development on a site within the urban edge of Kylemore on well-located land and as such should be further investigated.

Stellenbosch Municipality identified a portion of Erf 64 Kylemore (approximately 8 hectares) as a possible site for a housing development and pre-feasibility studies were concluded a few years ago to determine the potential of this site for a proposed housing development. From the studies, and the outcome of the community meeting held, it was apparent that the site is suitable for the envisaged development.

The Remainder of Erf 64 Kylemore is located at the south-east end of the Kylemore village. Kylemore High School is situated on the northern side of Erf 64. The property is surrounded by agricultural land to the southern and western sides, immediately to the east there is undeveloped land and then a stream.

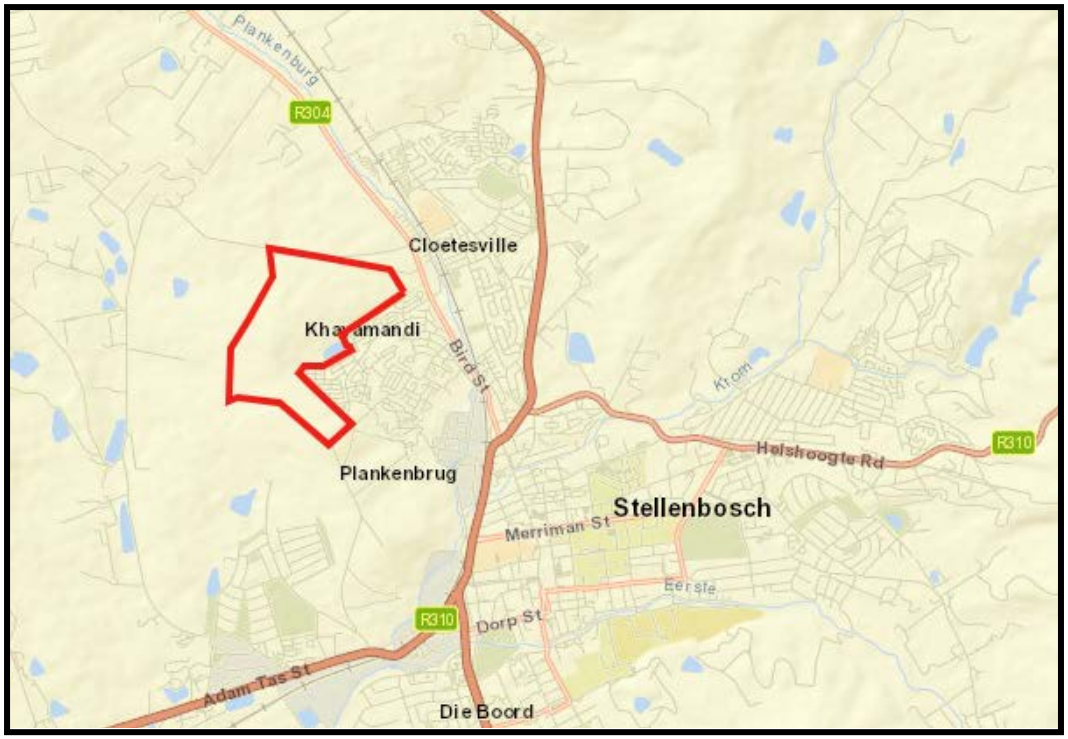
The Municipality has appointed the Housing Development Agency (HDA) via an Implementation Protocol Agreement (IPA) to assist and finalise the transfer of land from the Department of Public Works and Infrastructure (DPWI) to the Municipality. Treasury endorsed the release of Erf 64, Kylemore on25th of October 2021.

The Department of Public Works and Infrastructure (DPWI) released Erf 64, Kylemore to the HDA through SPoA on 15 November 2021. The HDA has reviewed previous planning studies and proposed layout options that were conducted more than 10 years ago. The HDA appointed a service provider for detailed planning and design of the preferred development option.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Detailed planning studies
2024/25	Obtain development rights
2025/26	Implementation

1.4. Northern Extension, Kayamandi - Ward 12





Project Name		Northern Extension, Kayamandi
Property Description		Various
Town		Stellenbosch
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA proposed to National Department of Human Settlements
Urgency (Proposed year of implementation)		2023/24
% of Total need addressed by Project		24,5 – 36,8
Housing Programme/s		IRDP / FLISP
Housing Opportunities	**Sites**	4 000 – 6 000
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Large scale, and land invasions
	Readiness Score	3
Project Suitability	**Geotech Conditions**	Mostly suitable although some steep slopes are on certain properties
	Strategic alignment	This project falls within the approved urban edge and has been Identified in the SDF as future mixed-use, community, and residential infill. Portion of the property partially forms part of the ATC LSDF project. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	This project has already been supported through the release of planning funding as well as the funding of land acquisition of the Watergang site that was subsequently invaded. This project is seen as a viable solution to the continued formalisation of Kayamandi and will be critical to the decanting of the rest of the Kayamandi housing projects. Consideration should also be given to the provision of Enhanced Serviced Sites as additional housing opportunities in this project as well.

The Northern Extension Project of Stellenbosch is situated north of Kayamandi, adjacent to Cloetesville and Welgevonden Estate. The site is located on the western side of the R304 (main arterial from the North) to Stellenbosch.

The subject properties as per the sale agreements are Remainder Farm 182 Stellenbosch, Portion 1 of Farm 182 Stellenbosch, A portion of the Remainder of Farm 183 Stellenbosch (Farm 183 A, Farm 183 B, Farm 183 C), Portion 1 of Farm 183 Stellenbosch, Portion 5 of Farm 183 Stellenbosch, and Portion 23 of Farm 183 Stellenbosch. As per the Surveyor-General Database, the farms also included in the subject area are Portions 36 and 60 of the Farm 183 Stellenbosch.

The Northern Extension is a potential development of approximately 130 hectares of land located north of Kayamandi. A key factor in this proposed development is the alignment of the proposed Western Bypass which is to form the western boundary of the project area as well as the new north-western urban edge of Stellenbosch town.

The specific site has been suggested by the Stellenbosch Municipality for the northward extension of the urban area of Stellenbosch. A feasibility study was conducted, and it was determined that the potential exists to provide between 4 000 to 6 000 accommodation opportunities in the Northern Extension of Stellenbosch. The Municipality is aiming to facilitate the development of the 4 000 to 6 000 residential opportunities, as well as providing the required social amenities and public facilities required.

The feasibility study identified developable land within the study area (different farmland identified). The development potential of the said site was evaluated from an engineering, planning and environmental perspective. The subsequent planning applications following this feasibility study will include the rezoning of the given properties from Agricultural to the relevant zonings in terms of the Stellenbosch Municipality Zoning Scheme By-Law suitable for the proposed residential densities and mix use development. What remains important is the overall objective of a mixed-income development, creating housing opportunities for the income categories as identified and a range of choice to prospective owners.

A service provider was appointed by Stellenbosch Municipality to appoint the necessary multidisciplinary team of professional consultants to conduct a due diligence assessment to assess whether it is suitable for the expansion of a mixed-use development to the north of Kayamandi.

A tender was advertised, and a Service provider was appointed to undertake a Broad Conceptual Urban Design framework for the Northern Extension and to obtain town planning and development rights. This project timeframe to obtain development rights is 2023/24 financial year.

It should be noted that a portion of the development of the northern extension has been identified as a possible relocation area for the redevelopment of the Kayamandi Town Centre.

The draft Market Analyst study that was undertaken by DEA&DP was concluded during May 2022 and incorporated into the draft conceptual design layouts. The different conceptual design layout options were workshopped during June 2022 with departments Spatial Planning and PMU and on 25 August 2022 with the senior management of Infrastructure Services. Comments were received on 19 September 2022 from the Department Heritage Western Cape. Consultants. The Service Provider submitted a Notice of Intent to Develop the application to Heritage Western Cape of which the service provider was informed that two additional specialist studies are required to be submitted namely an Archaeological impact assessment and a visual impact assessment on the cultural landscape. The service provider is currently finalising the concept layout options to submit the Land Use Application to obtain development rights. Submission to Department: Land Use Management will occur before end July 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning
2024/25	Planning approvals
2025/26	Implementation

1.5. Erven 412, 217 and 284 Groendal, Franschhoek – Ward 2





Project Name		Erven 412, 217 and 284 Groendal
Property Description		Erven 412, 217 and 284 Groendal
Town		Groendal
Suburb		Groendal
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,9 – 1,2
Housing Programme/s		IRDP / FLISP
Housing Opportunities	**Sites**	150 – 200
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	TBD
	Readiness Score	2
Project Suitability	**Geotech Conditions**	TBD
	Strategic alignment	This project falls within the approved urban edge and has been identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erven 412, 217 and 284 Groendal are located along Santa Rose Street in Groendal, a suburb of Franschhoek, next to the R45. The site falls within an area characterised by medium to high-density residential as well as non-residential and light industrial uses.

Various studies have been undertaken over the years regarding the development of Erf 412. Most of the studies included extensive public participation processes. The outcome of these studies was that the property should be developed for high density residential units but also include business (light industrial) opportunities. Erf 412 has been rezoned to subdivisional area during 2016 allowing for general residential, local authority and general business. The initial plans for Erf 284 were to develop an old age home or retirement village, but due to financial constraints, this never materialised.

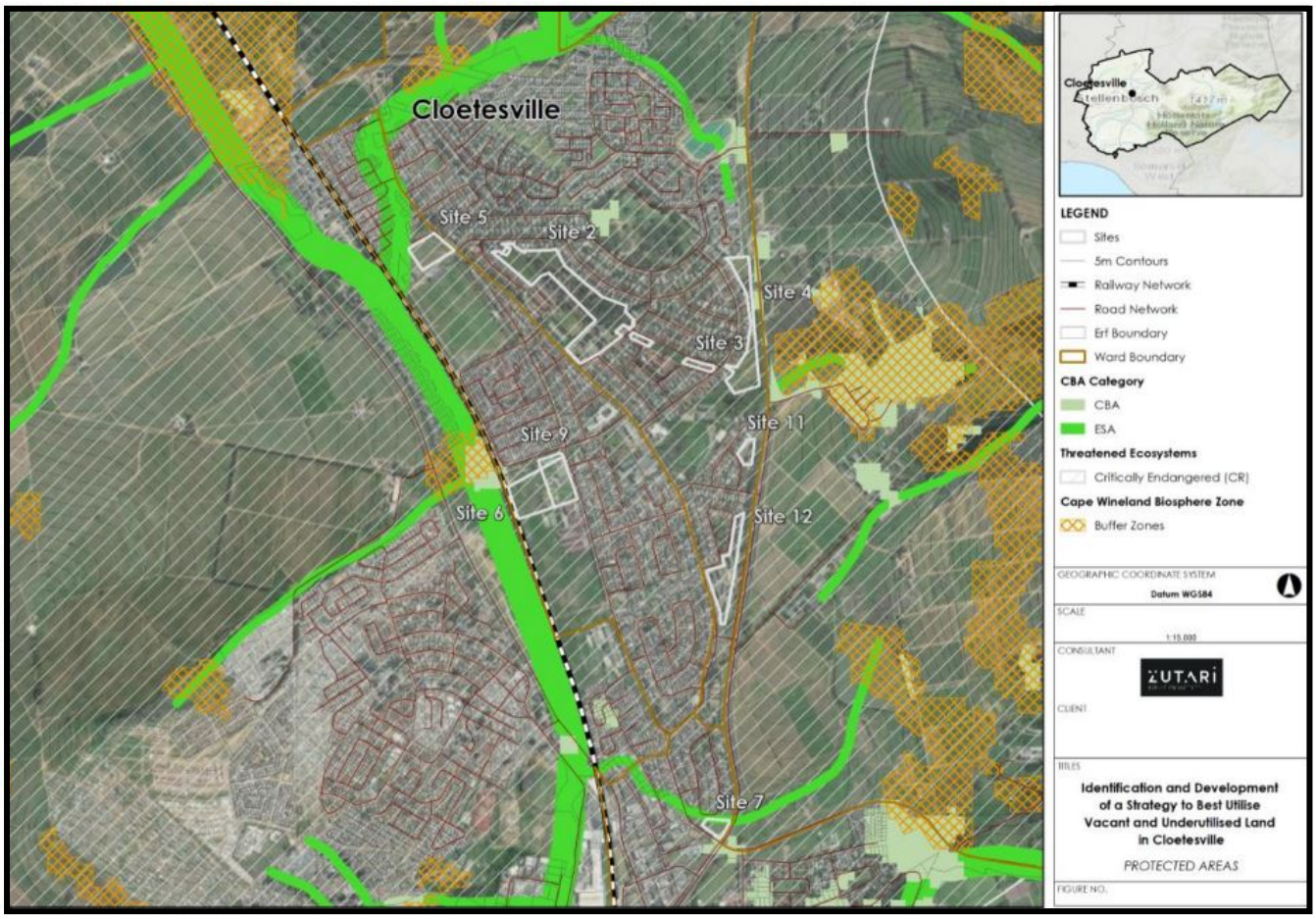
The Department: Property Management and the Department: Housing Development undertook a process to formulate a Call for Proposal in line with the approved agenda item. A service provider was appointed to draft different site development options.

An agenda item has been drafted and was circulated to the relevant departments for inputs/comments. An additional layout inputs were received from the Department: Roads, Transport, Stormwater, Traffic and Engineering Infrastructure Services and therefore the item served at the Section 80 IHS Committee meeting during May 2022. Discussions with senior role players were concluded on 11 November 2022, and an enquiry was raised during these discussions on Erf 284. The user department has forwarded this enquiry to the PDoHS for input.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Appointment of Service provider
2024/25	Planning
2025/26	Obtain development rights

1.6. Cloetesville Infill Housing Project



The Cloetesville Infill Housing Project was implemented to serve to develop vacant and underdeveloped portions of land within Cloetesville to address the housing need. A service provider was appointed to conduct a feasibility study on eight sites (11 erven) as identified by Council. The objective was to identify the development potential of each site and to provide a conceptual site development layout for the identified sites. The feasibility report served before Council during 26 May 2021 to determine if the sites is viable for housing purposes. The following sites were under investigation:

Erf 7271 is relatively flat, however the soil conditions and the permanent or perched water table, which is found less than 1,0m below the ground surface, is expecting to impact the cost of construction. The site makes allowance for a substantial number of units and is therefore a more attractive site. The proposed development of the site can potentially accommodate the following:

- Potential for mixed residential development.
- Each high-rise building is designed with an internal courtyard which provide safe recreational space.
- Concept plan makes provision for pedestrian walkways to be used by Smartie Town residents.
- Proposed development:
  - 16 serviced sites (Plot and Plan); and
  - 152 GAP/ and or FLISP units.

Erven 6847, 6886, 6300 is relatively flat, however the soil conditions and the permanent or perched water table, which is found less than 1,0m below the ground surface is expecting to impact the cost of construction since alternative construction methods are used to mitigate the risks. The site makes allowance for a substantial number of units and is therefore a more attractive site. The proposed development of the site can potentially accommodate the following:

- A small apartment block is proposed for the vacant space in the south-eastern corner of the site whilst larger high-rise buildings are proposed for the western portion of the site.
- Each high-rise building is designed with an internal courtyard which provide safe recreational space.
- Proposed development:
  - 279 GAP/ and or FLISP units.

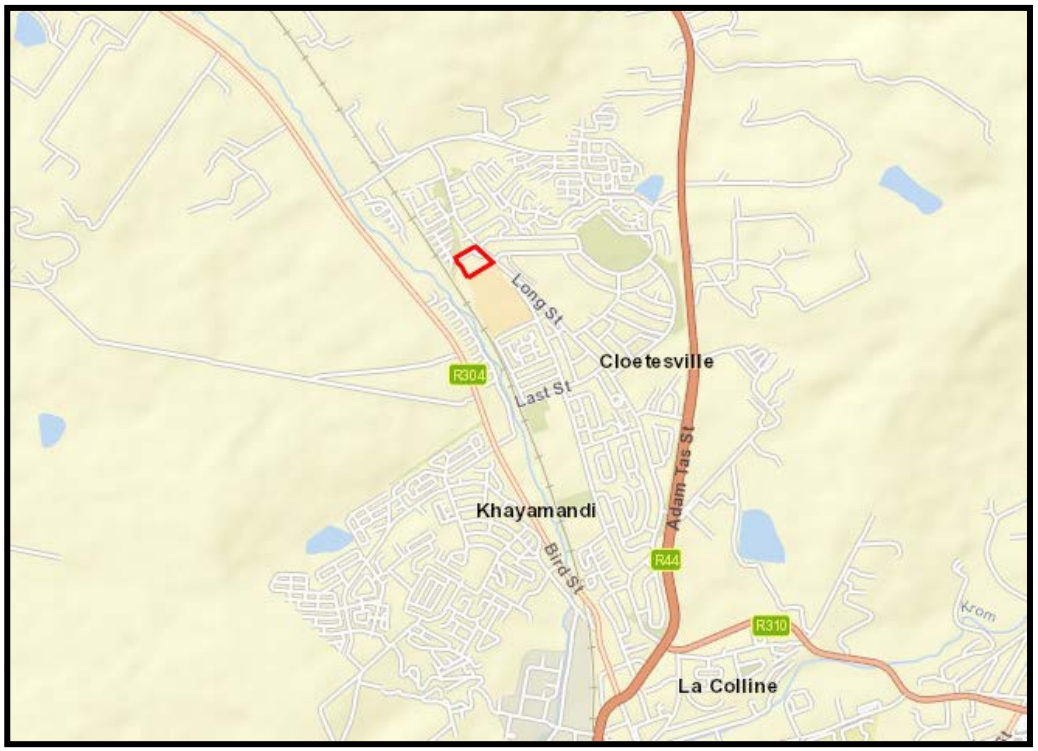
Erf 8776 is relatively flat, however the soil conditions and the permanent or perched water table, which is found less than 1,0m below the ground surface is expecting to impact the cost of construction since alternative construction methods are used to mitigate the risks. The site makes allowance for a limited number of units and a detailed cost-benefit analysis should be undertaken. The proposed development of the site can potentially accommodate the following:

- Ideal location for a high-rise building.
- U-shaped building will provide the opportunity to develop accommodation whilst retaining many of the existing features of the site.
- Retain the pedestrian walkways.
- Play Park furniture to be relocated to the courtyard at the building.
- Proposed development:
  - 37 GAP/ and or FLISP units.

Erf 6705 is relatively flat; however, the soil conditions is expecting to impact the cost of construction. The site makes allowance for a limited number of units and a detailed cost-benefit analysis should be undertaken.

- Proposed housing typology should blend with the existing houses.
- Proposed development:
  - 12 serviced sites (Plot and Plan).

1.6.1. A portion of Erf 7271 Stellenbosch, Cloetesville





Project Name		A portion of Erf 7271 Stellenbosch, Cloetesville
Property Description		A portion of Erf 7271 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1
Housing Programme/s		BNG / FLISP
Housing Opportunities	**Sites**	0
	Serviced Sites	168 (top structures TBD)
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Environmental sensitivity; cost of construction
	Readiness Score	1
Project Suitability	**Geotech Conditions**	Soil conditions and permanent or perched water table adds to the cost of construction
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

The relevant portion of Erf 7271 Stellenbosch is located on Long Street, behind Cloetesville sports ground. It is in close proximity to Plakenberg River, which separates Smartie Town from the site area. Opposite the subject portion of Erf 7271 is a crèche and a park. This area has previously been used as a parking lot for the sports ground, but more recently the area was earmarked to house 'Slab Town'.

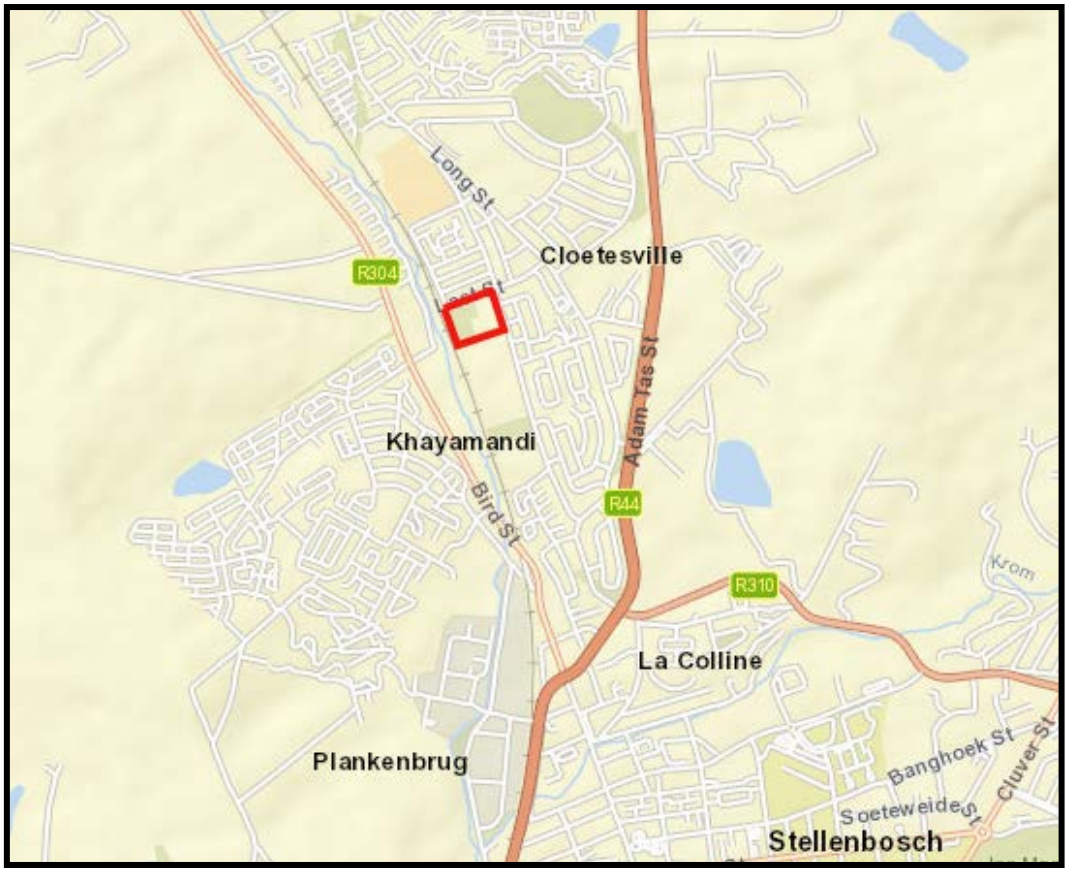
This site has potential for a mixed residential development. A row of single residential or BNG units located along the northern and eastern boundary of the site with the remainder of the site comprising of high-rise GAP units. It is expected that a total of 16 BNG units and 152 GAP units can be developed on the site, however significant relaxation of the parking requirements will be required. Each proposed high-rise building is designed with an internal courtyard which provides safe recreational space. The design of the concept plan makes provision for several pedestrian walkways that can be used by the residents of Smartie Town.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.2. Erven 6300, 6847 and 6886 Stellenbosch, Cloetesville





Project Name		Erven 6300, 6847 and 6886 Stellenbosch, Cloetesville
Property Description		Erven 6300, 6847 and 6886 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1,7
Housing Programme/s		FLISP
Housing Opportunities	**Sites**	279
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Environmental sensitivity; construction costs
	Readiness Score	1
Project Suitability	**Geotech Conditions**	Soil conditions and the permanent or perched water table adds to the cost of construction
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erven 6300, 6847 and 6886 Stellenbosch are located between the railway line and Curry Road and adjacent to Cloetesville swimming pool and tennis courts. The swimming pool facility and the identified erven are directly situated behind the Cloetesville High School. Moreover, the swimming facility is clustered with a park and outdoor gym. Many attempts have been made to start a skateboard park in one of the tennis courts as the tennis courts are constantly affected by acts of vandalism. The outdoor gym is being used effectively and the vacant land is used as a hangout area for the youth. The area is monitored by houses on Last Street (street adjacent to swimming pool and vacant land), should matters get out of hand, law enforcement is called. Concerns raised were the lack of recreational activities for youths in the community.

The corner of Last Road and Curry Road provides good line of sight and, together with the sports facilities, provides an ideal location for a community facility. A small apartment block is proposed for the vacant space in the south-eastern corner of the site whilst larger high-rise buildings are proposed for the western portion of the site. It is expected that a total of 279 GAP/FLISP units can be developed on the site, however significant relaxation of the parking requirement will be required. Each proposed high-rise building is designed with an internal courtyard which provides safe recreational space.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.3. Erf 8776 Stellenbosch, Cloetesville





Project Name		Erf 8776 Stellenbosch, Cloetesville
Property Description		Erf 8776 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,2
Housing Programme/s		FLISP
Housing Opportunities	**Sites**	37
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Construction costs
	Readiness Score	1

Project Suitability	**Geotech Conditions**	Soil conditions and the permanent or perched water table adds to the cost of construction
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erf 8776 Stellenbosch is located on a four-way traffic intersection, Adam Tas Road and Helshoogte Road. Concerns were raised relating to the existing park and wall that have great significance to Cloetesville as a community.

The corner of Last Road and Adam Tas Road is an ideal location for a high-rise building. It is proposed that a U-shaped building will provide the opportunity to develop accommodation whilst retaining many of the existing features of the site. The building should be located along the eastern portion of the side to retain the pedestrian walkways and the play park furniture can be relocated to the courtyard at the building. Parking can be provided where the existing play park furniture is located. It is expected that a total of 37 GAP/FLISP units can be developed on the site.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.4. Erf 6705 Stellenbosch, Cloetesville





Project Name		Erf 6705 Stellenbosch, Cloetesville
Property Description		Erf 6705 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,07
Housing Programme/s		BNG
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	12
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	Soil conditions expected to impact on construction cost
	Readiness Score	1
Project Suitability	**Geotech Conditions**	Soil conditions expected to impact on construction cost
	Strategic alignment	The project is located within the approved urban edge and is identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erf 6705 Stellenbosch is a triangular shaped property with access from Wilger Road. Located to the north, north-west and south of the site are residential erven measuring between 450m² and 510m². The site is currently vacant.

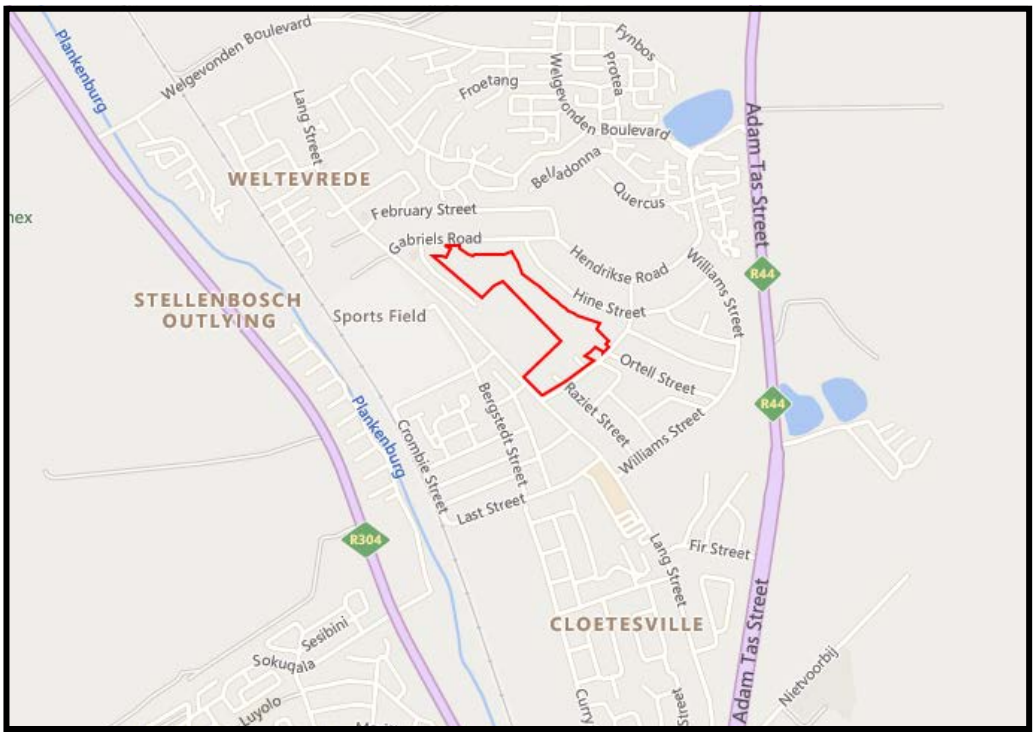
The site is considered a part of an existing neighbourhood and proposed housing typologies should therefore blend with the existing houses. As such, BNG units are proposed; a total of 12 BNG units can be developed on the site. The site contains an embankment along the western boundary, and it is proposed that it should be formalised for stormwater drainage.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.5. Erf 8915 Stellenbosch, Cloetesville





Project Name		Erf 8915 Stellenbosch, Cloetesville
Project Description		Erf 8915 Stellenbosch, Cloetesville
Project Location		Erf 8915 is situated adjacent to and stretches behind Pieter Langeveldt Primary School. Moreover, it is situated behind one row of houses. A concern raised for this site is that the expense of servicing the land could possibly jeopardise the feasibility of providing facilities for the disadvantaged. Another concern is the number of trees on the site, especially behind the school, and their environmental and heritage impact. Currently the site is being utilised as an illegal dumping site.
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,5
Housing Programme/s		IRDP / FLISP / Other
Housing Opportunities	**Sites**	0
	Serviced Sites	84 (Top structures TBD)
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Steep slope; poor soil condition; insufficient infrastructure demand
	Readiness Score	1

Project Suitability	**Geotech Conditions**	The site is located along a steep slope
	Strategic alignment	Identified in the SDF as strategic sites, projects, and/or infill opportunities of the MSDF. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erf 8915 is situated adjacent to and stretches behind Pieter Langeveldt Primary School. Moreover, it is situated behind one row of houses. A concern raised for this site is that the expense of servicing the land could possibly jeopardise the feasibility of providing facilities for the disadvantaged. Another concern is the number of trees on the site, especially behind the school, and their environmental and heritage impact. Currently the site is being utilised as an illegal dumping site.

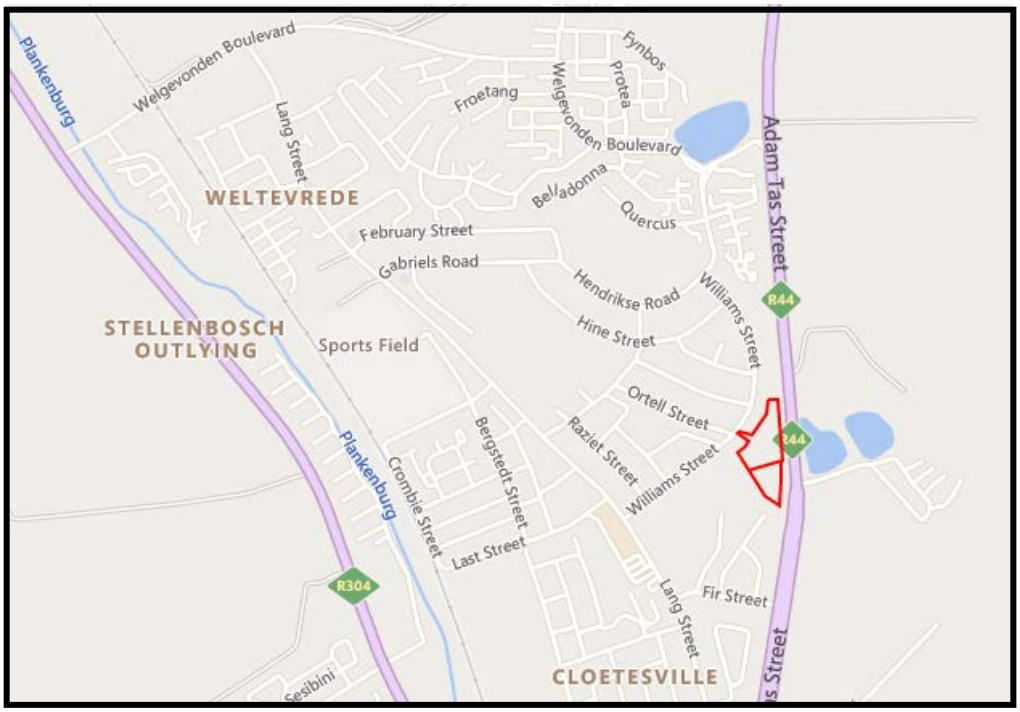
Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Although it is expected that this site will be very costly to develop (due to the poor soil condition and subsequent required bulk earth works), it is recommended that the Stellenbosch Municipality develops the site for either BNG units or only serviced sites, depending on the subsidy quantum.

Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframe should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.6.6. Erven 6668 and 7181 Stellenbosch, Cloetesville





Project Name		Erven 6668 and 7181 Stellenbosch, Cloetesville
Property Description		Erven 6668 and 7181 Stellenbosch, Cloetesville
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,5
Housing Programme/s		IRDP / FLISP / Other
Housing Opportunities	**Sites**	0
	Serviced Sites	83 (Top structures TBD)
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Significant bulk earth works required
	Readiness Score	1
Project Suitability	**Geotech Conditions**	Soil conditions poor; significant bulk earth works required
	Strategic alignment	Located within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

Erven 6668 and 7181 Stellenbosch are situated adjacent to the R44 arterial road and are near Rietenbosch Primary School. The old Drakenstein Road passes between the property and the R44. The site is relatively steep and located near a wetland area. This wetland area is currently in a poor condition and there are several illegal dwelling units on the site. The current access to the site is not sufficient should development occur on site and portions of Erven 7296 and/or 7047 Stellenbosch would need to be acquired.

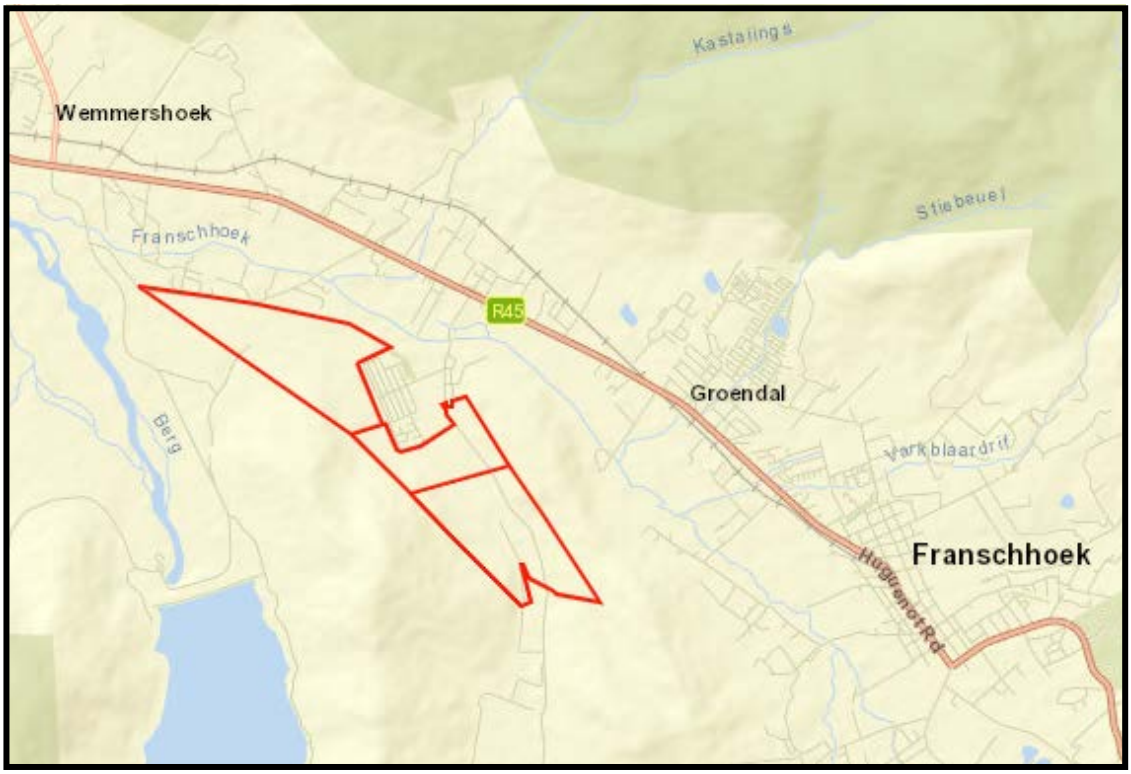
Only a portion of the site is developable. The developable portion of the site allows for a mix of opportunities in the form of single residential erven and high-rise apartment buildings. In total 17 BNG units and 65 GAP/FLISP units can be accommodated on the site. Depending on the socio-economic profile of the beneficiaries and the available subsidies, the site can also be developed as part of the UISP and the Stellenbosch Municipality would then be required to provide serviced sites (water, sewer and electrical connections) to the beneficiaries. The GAP units can be developed by the Municipality, or the land can be sold to the Social Housing Regulatory Authority (SHRA) which provides rental accommodation to people earning between R1 850 and R22 000 per month.

Council approved the feasibility study report to proceed with the planning processes to obtain development rights for the proposed housing project. Funding application has been approved on the Business Plan of the Provincial Department of Human Settlements for the outer financial year. A procurement process to appoint a professional team will follow in 2024/25 – 2025/26 for planning studies and during 2026/27 to obtain development rights.

It is suggested that the following timeframe should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposals to appoint a service provider
2024/25	Planning
2025/26	Planning

1.7. La Motte: Farm 1339, Farm 1158 and Farm 1158/1 Paarl – Ward 2





Project Name		La Motte Old Forest Station IRDP
Property Description		Farm 1339, Farm 1158 and Farm 1158/1 Paarl
Town		Franschhoek
Suburb		La Motte
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		6,8
Housing Programme/s		IRDP / FLISP
Housing Opportunities	**Sites**	830 + 283
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	No (Currently being transferred from Dpt. Of Transport & Public Works)
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Land not in municipal ownership
	Readiness Score	2

Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - The proposed housing development layout options falls within the urban edge of La Motte (page 87), and the project is listed on page 200. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 131. IDP 2020 - Project is listed as a current municipal project on page 245. PHSHDA - The Project is not included in the Stellenbosch PHSHDA.
	Planning Opinion	This project has been supported by the Dept. of Human Settlements with the release of Tranche 1.1 and forms part of the Municipality's approach to dealing with the Langrug Informal Settlement. The project will allow for the decanting of qualifying beneficiaries from Langrug onto the site, but care must be taken with regard to the community dynamics associated with introducing a new group into an older rural community.

La Motte is a former Bosbou Hamlet situated approximately 3.5 km north-west of Franschhoek town, on the Robertsvallei Road, close to where it intersects the R45. Originally built to house forestry workers, the village is made up of the original dwellings and a range of community facilities. During the construction phase of the Berg River Water Scheme, new houses were built adjacent to the existing settlement to temporarily house the construction workers; these houses have been transferred to identified beneficiaries.

Portions of Farm 1653, Remainder Farm 1339, Remainder Farm 1158, and Portion 1 Farm 1158 Paarl have been identified for mixed-use housing development for the expansion of La Motte

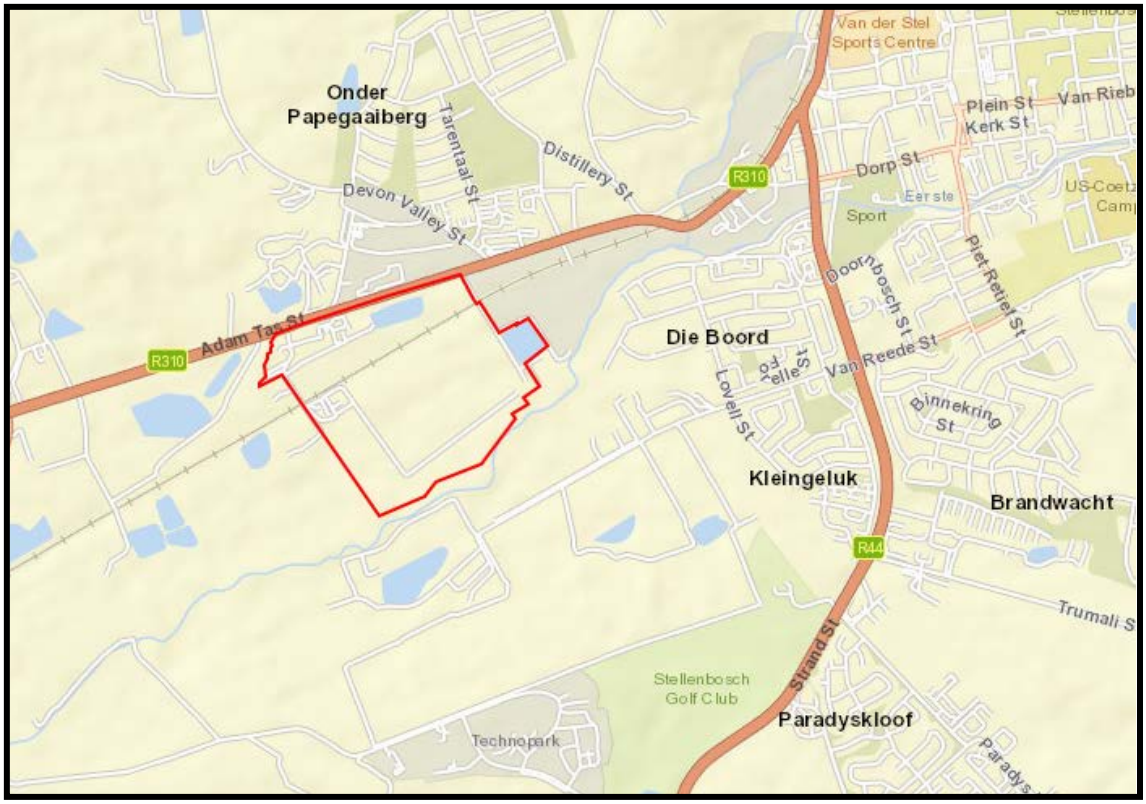
Feasibility studies and various development options have been completed for consideration. From the findings, the identified properties have sufficient capacity for the provision of an integrated housing development. Discussions with the owner of the land, the Department of Transport and Public Works, have occurred to initiate the transfer of land to the Stellenbosch Municipality for housing developments.

The La Motte properties are owned by the National Department of Public Works and Infrastructure. In 2021, the Municipality entered into an Implementation Protocol (IP) with the Housing Development Agency (HDA) to assist and facilitate the process of ensuring the transfer of the above-mentioned properties for housing development. The HDA estimates that the land maybe transferred to the Municipality in 2025/26 FY, planning studies and approvals will be finalised thereafter.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Enablement of transfer of land
2024/25	-
2025/26	-

1.8. Droë Dyke – Ward 11





Project Name		Droë Dyke (1000)
Property Description		Portion of Remainder Farm 279; Portion 1 of Farm 284; Remainder Farm 284; Portion 17 of the Farm 183; Remainder Portion 35 of the Farm 183; Portion 8 of Farm 283; Remainder Farm 283; Farm 281
Town		Stellenbosch
Suburb		Stellenbosch
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		6,1
Housing Programme/s		IRDP, FLISP, Social Housing
Housing Opportunities	**Sites**	1000 (type TBD)
	Serviced Sites	0
	Top Structure (serviced)	0
	Other	0
Project Readiness	**Land Obtained**	No (National Dept. of Transport and Public Works – being transferred)
	EIA ROD	No
	Bulk capacity	No (Upgrades planned and being implemented)
	Land Use Approval	No
	PDOHS Approval	No (Was previously supported by PPC in 2013/14, but no applications have been submitted)
	Council Approval	Yes
	Risks / Issues	Scale, dependence on Adam Tas TOD Project
	Readiness Score	1
Project Suitability	**Geotech Conditions**	TBD
	Strategic alignment	MSDF 2019 - Project does fall within Urban Edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	This project was previously presented to the Dept. of Human Settlements in 2013 and was in principle supported. The project did not proceed from the pre-planning stage because the land could not be transferred from the National Dept. of Transport and Public Works. The project was reinvigorated recently as the land issue was resolved and the project was identified as the southern node of the Adam Tas TOD Project. As such this project shares the same opportunities as the Adam Tas TOD Development. The location on the southwestern periphery of Stellenbosch is not ideal and the project will probably not contribute towards alleviating the needs of Kayamandi, but previous discussion with Stellenbosch indicated that FLISP opportunities will be investigated for this site. As such the project can be supported for further investigation. It will be necessary to ensure that this project could be viable even if the remainder of the Adam Tas TOD Project is not developed in future.

In terms of the Stellenbosch Municipal Spatial Development Framework Droë Dyke is seen as part of the Adam Tas Corridor Catalytic Initiative to restructure Stellenbosch Town. The land parcels which make up Droë Dyke comprise of Stellenbosch Farms Portion 17 of the Farm 183, Portion 35 of the Farm 183, Portion 8 of the Farm 238, the Farm 283, and the Farm 281. The farms are situated at the entrance to Stellenbosch town and are adjacent to the R310 and the Eerste River, with the Stellenbosch railway line and reserve splitting the site. Collectively, the land parcels making up Droë Dyke equates to approximately 103 hectares.

Droë Dyke forms part of the residential component for the redevelopment of the Adam Tas Corridor. Droë Dyke is earmarked for medium to high density residential housing and commercial as well as public facilities (including sportsfields). The site will accommodate a public transport node within the R310/Adam Tas Public Transport Corridor and is also seen as a potential park and ride location.

The identified developable area, totalling 75.86 hectares is defined as the Droë Dyke Precinct. With the precinct plan providing the context of the urban form, spatial arrangements and movement routes, the actual overall development area for the precinct is 29.85 hectares.

Droë Dyke is suitable for social housing as it is a precinct in the Stellenbosch Restructuring Zone. The site offers significant opportunity to alleviate Stellenbosch Municipality's housing demand. The site can accommodate and is attractive for a mix of social, affordable and open market housing.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Enablement of transfer of land. Land needs to be transferred to Municipality from National Department of Public Works & Infrastructure.
2024/25	-
2025/26	-

2. SOCIAL HOUSING

It is the intention of the Stellenbosch Municipality to give effect to the Social Housing Programme by making available land portions in the Restructuring Zones to Social Housing Institutions (SHI) and/or Other Development Agencies (ODA) who then will undertake all the necessary processes for the development of Social Housing Estates and the effective management of new rental stock. It is imperative that such SHI's and ODA's are duly accredited by the SHRA.

Social Housing is not a method for mass delivery, but a way to pursue integrated and sustainable urban development. Restructuring Zones were identified based on their close proximity to social and economic amenities and their potential to promote integration, access to economic opportunities and spatial restructuring.

Social Housing currently caters for people earning between R1 850 – R22 000 per month. It is desirable that environments created through this process should conform to health and safety principles, be liveable, vibrant, with the requisite amenities and facilities that provide a better quality of life for tenants. The proposed Social Housing Estate should optimise the utilisation of the land portions through innovative approaches in the development of a medium to high density residential estate.

Stellenbosch Municipality's Social Housing Programme aims to effect the provision of affordable, well-located housing opportunities to low and moderate-income households. It is implemented within the framework of the National Social Housing policy, legislation and regulations. The Municipality is on a drive to accelerate the pace and scale of housing delivery, maximising social housing opportunities, and promoting socio, spatial and economic integration of people into its urban fabric.

This transformative aim will be fulfilled by the Municipality's continued effort to identify well located municipal owned parcels of land for infill development of Social Housing with a precinct development approach. The key purpose is the creation of socially integrated neighbourhoods providing housing for low-middle income households into areas that they would normally be excluded from due to past legacies and the prevailing property markets.

It is crucial that the Social Housing projects complement the social functionality of the neighbourhood with inclusion of other minimum ancillary and complementary uses in the development driven by the integrated development principles. Social integration should be achieved by having an urban design approach that integrates the development with the existing surroundings. The creation of an enhanced public realm with quality environments should be promoted by designing active and passive green open space systems that link the proposed site with public facilities and amenities through safe pedestrian orientated public open space systems. Proposed layouts should consider barrier free access for physically disabled people and cater to people with special needs.

The urban design concept for such sites should be based on a socially integrated development with a holistic and reasonable neighbourhood level planning approach that unfolds though the site plan. It should show some level of conformity with the character of the existing urban environment and some innovation that fosters a sense of place. The site plan must demonstrate an appropriate medium-high density approach by building height and compact site plan with minimum parking. In addition, the site plan design for the public realm, common spaces and landscaping have to facilitate social integration with existing neighbourhoods.

Sites situated in approved and gazetted Restructuring Zones are eligible for social housing grants. Application for the social housing grants will be the responsibility of the SHI/ ODA.

2.1. Farms 81/2 and 81/9 Stellenbosch - Ward 16





Project Name		Farms 81/2 and 81/9 Stellenbosch
Property Description		Farms 81/2 and 81/9 Stellenbosch
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 – Planning to commence
% of Total need addressed by Project		1,5 – 2,1
Housing Programme/s		Social Housing
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	± 250 – 350 rental units
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes (feasibility study)
	Risks / Issues	Various site constraints; significance as gateway
	Readiness Score	2
Project Suitability	**Geotech Conditions**	The property is regarded as being of favourable to poor suitability for residential development. The factors that reduce the suitability of the land for development are the extent of uncontrolled fill, the existing topography and soil corrosivity.
	Strategic alignment	This project falls within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

In terms of the implementation of the Social Housing Programmes, the Stellenbosch Municipality has identified Portions 2 and 9 of the Farm No 81 Stellenbosch. This site is located between the Cloetesville and Kayamandi settlements. Its boundary is framed by the R304 to the west and the railway line to the east. The Plankenburg River traverses the site along the eastern boundary. The southern boundary of property includes portions of the Kayamandi Tourism Centre, as well as a bridge over the railway line. The northern boundary is framed by the Mount Simon residential development.

A feasibility study has been done during January 2020 to determine the development potential of the site. Council approved the feasibility report on the 12 February 2020 for Social Housing (rental stock). Further planning studies were conducted by a suitable, qualified, and experienced professional service providers during March 2021 to undertake a geotechnical investigation, flood line studies and a traffic impact assessment on the site.

In terms of the geotechnical investigation, the property is regarded as being of favourable to poor suitability for residential development. The factors that reduce the suitability of the land for development are the extent of uncontrolled fill, the existing topography and soil corrosivity.

The tender has been advertised during June 2022 and closing date was 4 July 2022. On request from the bidders due to the short period to submit their bids, Bid Specification Committee approved extension of closing date to 8 August 2022.

The tender for the Request for Proposals (RFP) had to be cancelled due to material changes to the scope of works with reference to Construction Industry Development Board (CIDB) and Compensation for Occupational Injuries and Diseases Act (COIDA). The amended tender was re-advertised on 2 September 2022 and a compulsory clarification meeting was held on 15 September 2022. The closing date for the tender was on 3 October 2022. The tenders received was evaluated and served at Bid Evaluation Committee on 30 November 2022. Appointment of a SHI and/or ODA will occur after Bid Adjudication Committee approval.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning
2024/25	Planning
2025/26	Implementation

2.2. Lapland Precinct - Ward 10





Project Name		Lapland Precinct
Property Description		Erven 2149, 6590, 2608, 2609, 6659, 9106 Stellenbosch
Town		Stellenbosch
Suburb		Stellenbosch
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		2,3
Housing Programme/s		Social Housing
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	368
	Other	0
Project Readiness	**Land Obtained**	No (Properties owned by the Municipality and the National Department of Public Works
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Relocation of prison; construction above existing units
	Readiness Score	0
Project Suitability	**Geotech Conditions**	TBC
	Strategic alignment	This project is located within the approved urban edge and has been identified for infill development. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

The Lapland Precinct comprises Erven 2149, 6590, 2608, 2609, 6659 and 9106 Stellenbosch.

The Lapland precinct situated on the northern outskirts of the Stellenbosch CBD is ideally located in a well-connected node via the R44 and Helshoogte Roads and is near various commercial and economic facilities. The surrounding land uses consist of residential spaces, public spaces, and commercial properties. The properties located in the precinct are owned by the Stellenbosch Municipality and the National Department of Public Works. The properties have extents upwards of 1300m² to roughly 4000m², are developed on a gentle gradient and are bordered to the north by Kromriver and Teen-die-Bult, Plankenburg to the west, Stellenbosch CBD to the south and Die Rand to the east. The Lapland precinct is home to the Stellenbosch Traffic Department, the Stellenbosch Correctional Services building and three high rise municipal flats (Lavanda, Aurora and Phyllaria) with a total of 220 existing rental units. Preliminary building inspections revealed that the structures are sound with some upgrades having been performed recently.

The precinct is made up of three high rise municipal flats (Lavanda, Aurora and Phyllaria) with a total of 220 rental units, the Department of Home Affairs, the Traffic Department and the Correctional Services Prison and ancillary housing and facilities. Taking cognisance of the Status Quo Study findings and in line with densification principles, the following development concepts and land use rights are proposed for the Lapland precinct:

Two of the existing high-rise buildings are proposed to be developed as mixed use eight-storey high rise tower blocks incorporating the existing governmental uses on ground floor together with retail shops and offices. Social housing with housing typologies ranging from one-bedroom to two-bedrooms are proposed for five floors. Market orientated Rental Housing Development of one bedroom and two-bedroom units are proposed for the two top floors. It is proposed that pavements be widened, and street furniture and informal traders be accommodated in a predesigned format. A density of 320 dwelling units per hectare is proposed.

It is proposed that the prison be relocated to the outskirts of Stellenbosch town on a site to be identified by the Stellenbosch Municipality and approved by the Department of Correctional Services. A portion of this property is to be set aside for market orientated rental housing development of one bedroom and two-bedroom units for two floors and retail and/or office spaces to be located on the ground floor. The proposed density is 616 dwelling units per hectare.

It is proposed that infill developments be implemented on the existing vacant land in between the existing flats to increase the density. This would allow for spatial and architectural maximisation of the existing site and the formulation of designs in line with SHRA design standards. To achieve the desired density and enhance the quality of living in the vicinity, it is proposed that the site be set aside for Social Housing purposes only with the accommodation of a crèche. Eight-storey buildings are proposed with a proposed density of 186 dwelling units per hectare.

The Municipality will go out on a procurement process to appoint an accredited Social Housing Institutes (SHI's) and/or Other Development Agencies (ODA's) for a social housing project on the property.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Request for Proposal
2024/25	Planning
2025/26	Planning

2.3. Teen-die-Bult Precinct - Ward 10





Project Name		Teen-die-Bult Precinct
Property Description		Farm 180 and Erven 2728, 3481 – 3486 Stellenbosch
Town		Stellenbosch
Suburb		Stellenbosch
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1,1
Housing Programme/s		Social Housing
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	180
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes
	Risks / Issues	Construction above existing units
	Readiness Score	1
Project Suitability	**Geotech Conditions**	TBC
	Strategic alignment	This project falls within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially,
	Planning Opinion	TBD

The Teen-die-Bult Precinct comprises the Remainder Farm 180 and Erven 2728, 3481 – 3486 Stellenbosch (portions of the Remainder Farm 180).

Less than 2km north of the Lapland precinct properties are the eight Teen-die-Bult erven. Situated close to major transport corridors in Helshoogte road and the R44, the Teen-die-Bult precinct is bordered to the west by Tenantville (a designated Restructuring Zone), by the La Colline precinct to the north and Simonswyk to the east. The surrounding land uses are predominantly residential with some commercial properties. As earlier mentioned, the Teen-die-Bult precinct consists of eight erven on gradually sloping terrain except for Farm 180 that has a comparatively steep gradient. Six of the properties are developed with existing duplex flats and low-rise flats that are in good condition and are known as Bellerive and Teen-die-Bult. Two properties are undeveloped Open Spaces which offer opportunities for developments. The properties are owned by the Stellenbosch Municipality.

It is proposed that new development be carried out on the consolidated site consisting of Farm 180 and Erf 2728 (Open Spaces) only. This is motivated by the maximisation of existing infrastructure capacity by the proposed development on the open spaces. It is also proposed that existing buildings in the precincts receive cosmetic upgrades (beautification) as a trade-off for maximising development on the parcels. This may ensure the community support of the project.

Eight-storey buildings are proposed with a proposed density of 184.27 dwelling units per hectare. A housing typology mix is proposed with Social Housing being the primary mix and market orientated rental housing development to cross subsidise the development of one-bedroom and two-bedroom units on the top floors.

The following is proposed for the Teen-die-Bult Precinct:

Precinct	Unit Type	Number	Expected Rental	Monthly Rental Income	Annual Rental Income
Teen-die-Bult	32m² 1 Bedroom	50	R7 000,00	R350 000,00	R4 200 000,00
	34m² 1 Bedroom	50		R350 000,00	R4 200 000,00
	45m² 2 Bedroom	40	R8 500,00	R340 000,00	R4 080 000,00
	47m² 2 Bedroom	40		R340 000,00	R4 080 000,00
	Total	180			R16 560 000,00

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	TBC
2024/25	TBC
2025/26	TBC

2.4. La Colline - Ward 10





Project Name		La Colline Precinct
Property Description		Erven 2644, 2645, 2660, 2661, 2666, 2667, 2683, 2684, 2727 and 2729 Stellenbosch
Town		Stellenbosch
Suburb		Stellenbosch
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		TBD
Housing Programme/s		Social Housing
Housing Opportunities	**Sites**	TBD
	Serviced Sites	TBD
	Top Structures (Units)	TBD
	Other	TBD
Project Readiness	**Land Obtained**	No (properties owned by the Municipality and the Department of Local Government and Housing)
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	No
	Risks / Issues	TBD
	Readiness Score	0
Project Suitability	**Geotech Conditions**	TBD
	Strategic alignment	This project falls within the approved urban edge. The two public open spaces are important to be retained and upgraded. There are densification opportunities available. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially. Once the project reaches the planning phase, it needs to be considered within the capital planning process/CEF.
	Planning Opinion	TBD

The La Colline Precinct comprises Erven 2644, 2645, 2660, 2661, 2666, 2667, 2683, 2684, 2727 (General Residential) and 2729 Stellenbosch (Public Open Space). The La Colline Precinct, just a short walk north from the Teen-die-Bult and Lapland Precincts, is easily accessible via Helshoogte Road from the east, Ryneveld Street from the south and the R44 from the north. The La Colline Precinct consists of residential properties built around a public open space, Tobruk Park (which forms part of the La Colline Precinct erven) and an additional public open space called La Colline Park. The residential properties are developed with low rise duplex flats that appear to be structurally sound with some minor cosmetic remedial work required. The properties are owned by the Department of Local Government and Housing and the Stellenbosch Municipality.

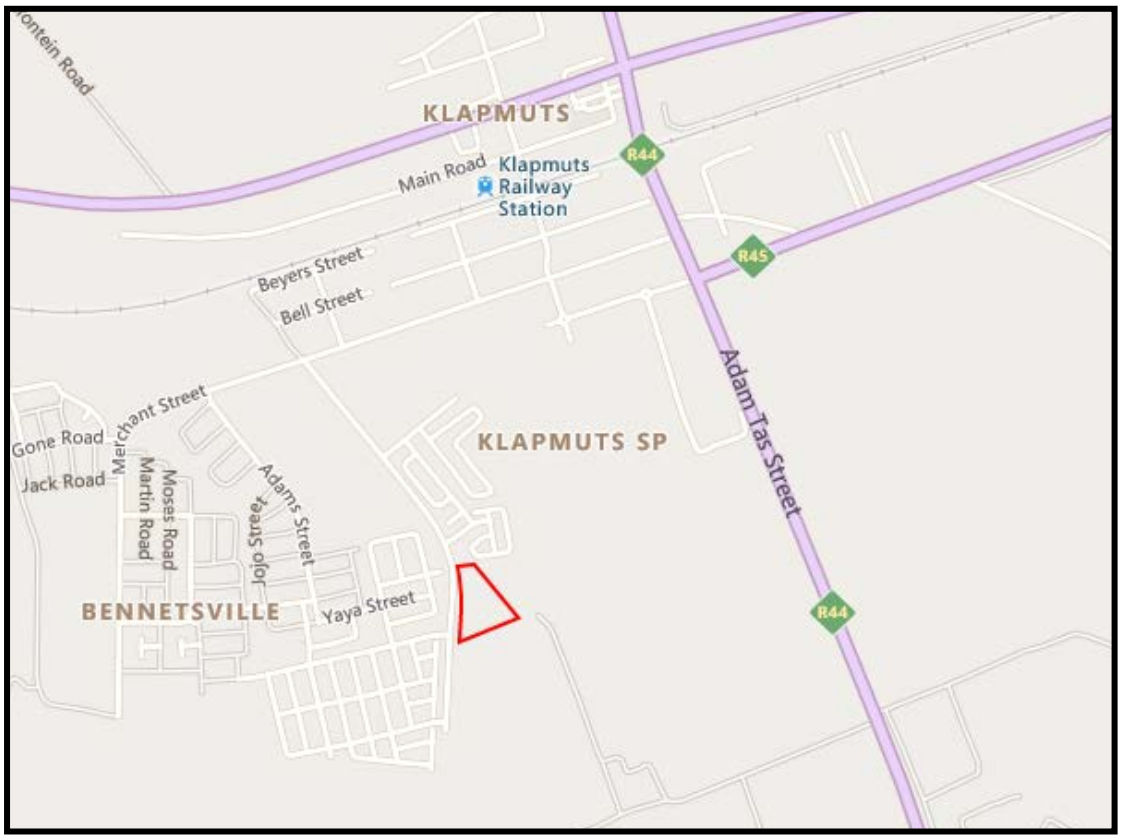
It is proposed that the residential properties remain as is and be the trade-off for the density maximisation development on the consolidated Teen-die-Bult sites. The open spaces should be developed as active open space for the enjoyment of the residents.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	TBC
2024/25	TBC
2025/26	TBC

3. FORMALISING AND UPGRADING OF EXISTING SETTLEMENTS

3.1. Erf 2183 Klapmuts, La Rochelle – Ward 18





Project Name	La Rochelle Klapmuts
Property Description	Erf 2183 Klapmuts

Town		Klapmuts
Suburb		Klapmuts
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		2023/24
% of Total need addressed by Project		0,6
Housing Programme/s		UISP
Housing Opportunities	**Sites**	0
	Serviced Sites	100
	Top Structures (Units)	Possible Temporary Relocation Units
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	Yes
	Bulk capacity	Yes (Water supply is being upgraded ETA 18 months, Sewerage will require upgrades)
	Land Use Approval	No
	PDOHS Approval	No (Was previously supported by PPC in 2016/17, but no applications have been submitted
	Council Approval	Yes
	Risks / Issues	Small size of project, possible land invasion high risk
	Readiness Score	4

Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Klapmuts (page 74), and the project is listed on page 199. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 129. IDP 2020 - Project is not indicated in the IDP. PHSHDA - The Project is not included in the Stellenbosch PHSHDA.
	Planning Opinion	This project was previously presented to the PPC in 2016 and in principle supported for further studies. The specific type of housing program to be used was not confirmed by the Municipality. The site is located within in walking distance of socio-economic facilities in Klapmuts and development will increase the urban density of Klapmuts. The site is relatively small and will only be able to assist a small number of beneficiaries.

Klapmuts is situated on the N1 transport corridor and has significant potential to serve as centre for economic activity and residence within the metropolitan region and Stellenbosch Municipality. Erf 2183 Klapmuts is located along Gomas Street, Klapmuts, approximately 1.5km off the R310 that links Stellenbosch to the N1. The site is located on the south-eastern edge of the town of Klapmuts and is bordered by vacant land to its southern and eastern boundaries, with a proposed new housing development on the western and northern boundaries towards Mandela City, Klapmuts. To provide in the dire housing need in the Klapmuts area, especially for current backyarders, this property was identified as a possible option for a "site-and-service" housing project.

Erf 2183 Klapmuts is zoned Subdivisional Area for the following uses: Less Formal Residential Zone, Public Open Space Zone, Public Road, and Parking Zone. A team of professional service providers have been appointed to attend to the subdivision of the property into residential erven of approximately 40m² to 50m², the submission of all diagrams to the Surveyor-General's office for approval and registration as well as the submission of all documents to the Provincial Department Human Settlements to obtain the relevant funding for this incremental housing project.

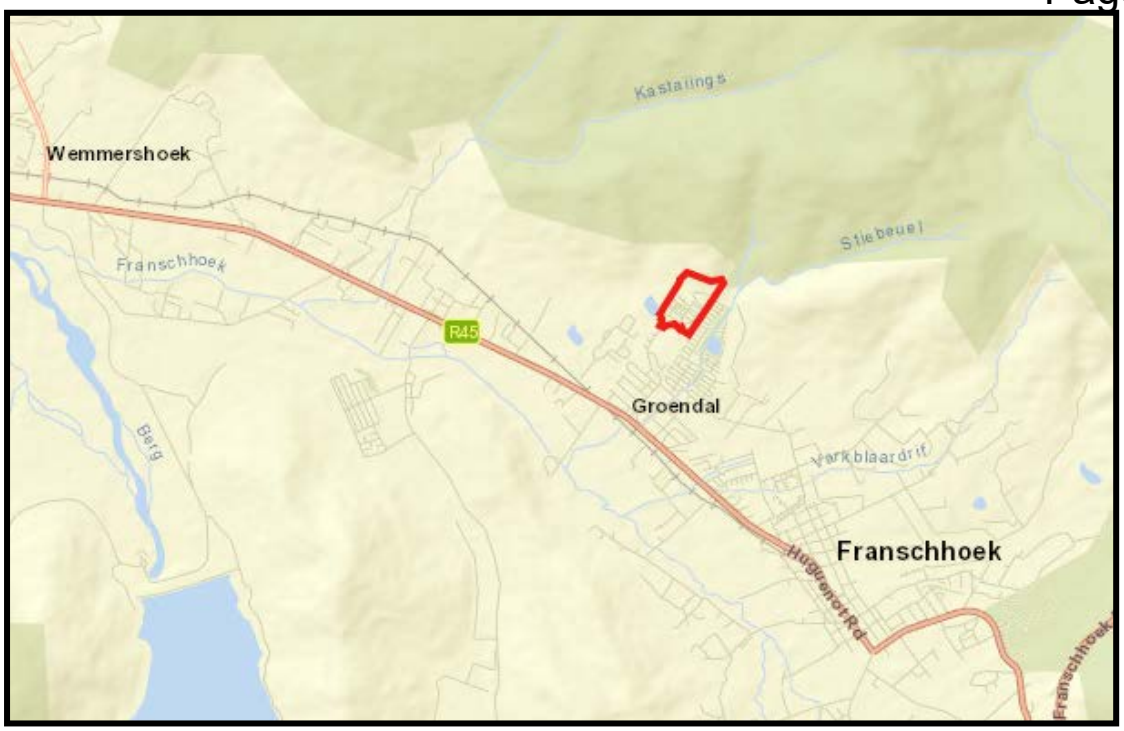
The service provider drafted conceptual subdivisional layouts and presented it to various internal departments for inputs. The Land Use Application submitted, await approval.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning approval
2024/25	Implementation
2025/26	Implementation

3.2. Langrug, Franschhoek (Planning P1) - Ward 1 and 2

Langrug informal settlement is in the north-eastern area of Franschhoek and falls within the jurisdiction of the Stellenbosch Municipality. On the southern side of the settlement is Groendal formal housing developments down to Franschhoek town. On the eastern side is the Mooiwater low-cost housing development. On the northern side of Langrug is a nature reserve that is located on the upper part of the mountain slope on which Langrug informal settlement encroaches.


Wemmershoek
Franschhoek
R45
Groendal
Berg
Franschhoek



Project Name		3256 Franschhoek Langrug (1900) UISP
Property Description		Erven 959 – 1120 and Erf 2901
Town		Franschhoek
Suburb		Langrug
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		2024/25 – Rehabilitation of freshwater dam
% of Total need addressed by Project		TBD
Housing Programme/s		UISP
Housing Opportunities	**Sites**	0
	Serviced Sites	1900
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Dense informal settlement that will require a large decanting site
	Readiness Score	3
Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area, although structures are being constructed on steep mountain slopes.
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Franschhoek (page 77), and the project is listed on page 200. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 131. IDP 2020 - Project is listed as a current municipal project on page 245. PHSHDA - The Project is not included in the Stellenbosch PHSHDA.
	Planning Opinion	This project has been supported by the Dept. of Human Settlements with the release of Tranche 1.1 and is a critical priority for the Dept. of Human Settlements. Addressing the Langrug Informal Settlement must be a major priority for both local and provincial government. Decanting of Langrug Informal Settlement must be dealt with carefully to avoid damaging the local community.

Living conditions at informal settlements are typically poor with residents facing a range of basic livelihood challenges, such as poor access to basic sanitation, low to no potable water supply, inadequate electricity provision, detrimental solid waste accumulation in public spaces, frequent shack fires, safety, and security risks; to name a few. Langrug informal settlement is no exception to these deplorable living conditions. Furthermore, and due to the growing number of informal housing and population in the settlement coupled with the lack of availability of land for housing in the Franschhoek Area, there is a growing need at Langrug for additional basics services and amenities (roads, water, sanitation, electricity etc.), the management of grey and black water emanating from households, and the development of housing projects in the settlement.

Considering the above challenges, there are various projects and interventions which have been identified for planning and eventual implementation. The objective of these projects is to upgrade Langrug incrementally and to, as far as possible, formalise existing development patterns to improve the delivery of basic services.

Hereunder is a summary of the medium to long term projects:

- The construction of phase 2 emergency access road and the installation of underground services.
- Relocation and subsequent rehabilitation of the dam area.
- Cancellation of the existing General Plan and consolidation to create one land unit.

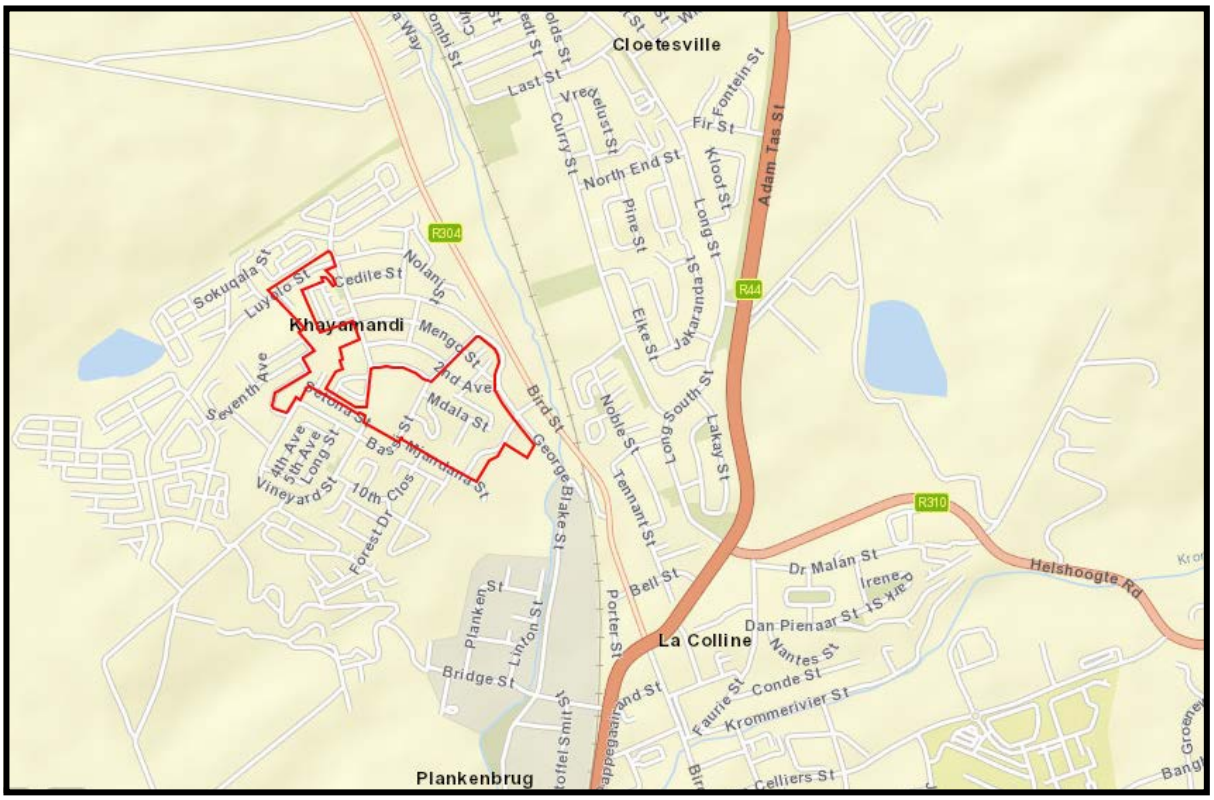
The Municipality is planning to undertake detailed planning studies to unlock housing development opportunities, develop a phased approach implementation plan premised on detailed designs for the provision of basic services and formalization of Langrug, apply for development rights and installation of basic services, and identify suitable land for decanting.

The Department: Housing Development to request technical proposals from service provider to finalise detailed planning for the rehabilitation of the freshwater dam and implement an in-situ upgrading project in September 2023, pending availability of funding.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning
2024/25	Implementation of upgrading projects
2025/26	

3.3. Kayamandi Town Centre Ward 12, 13, 14





Project Name		3258 ISSP Kayamandi Town Centre (1000) UISP
Property Description		Various
Town		Stellenbosch
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2024/2025
% of Total need addressed by Project		11,3
Housing Programme/s		UISP / Institutional
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	1 847
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Large scale of project and need for decanting onto a non-existent TRA
	Readiness Score	4

Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge of Stellenbosch (page 70), and the project is listed on page 200. MHSP 2020 - Project is included in the proposed Housing Pipeline noted on page 130. IDP 2020 - Project is listed as a current municipal project on page 179. PHSHDA - The Project is included in the Stellenbosch PHSHDA.
	Planning Opinion	This project has already been supported by the release of Tranche 1.1 and the Dept. of Human Settlements is waiting for the PFR application currently. The project will entail the redevelopment of the older town centre of Kayamandi that is in desperate need of attention. The project will require a decanting site. This project can be further supported for feasibility studies.

A service provider has been appointed by Municipality to conduct a feasibility report to assess the redevelopment of the Town Centre of Kayamandi. The scope of their work during the feasibility phase consisted of determining the existing status quo, contextual assessment of the site, planning policy directives, site development plan with housing placing thereon, indicating the development patterns, proposed land uses and residential densities.

The feasibility studies were completed in December 2017 and Council approved the development at a Council Meeting on 28 March 2018. The objective has since been to prepare and submit a detailed planning application for the Town Centre of Kayamandi, to determine the civil services bulk capacity for the Kayamandi Town Centre, to compile engineering designs and submit for approval and to apply for funding approval to install services and build multi-storey top structures. The Environmental and Heritage studies have been completed for the Town Centre and draft layouts and draft house typologies have been concluded. A Geotechnical study of the area has been conducted and a funding application has been submitted to the Provincial Department of Human Settlements during June 2020 for the detailed planning of 1854 units. The planning layout has been approved by Council on 24 August 2020.

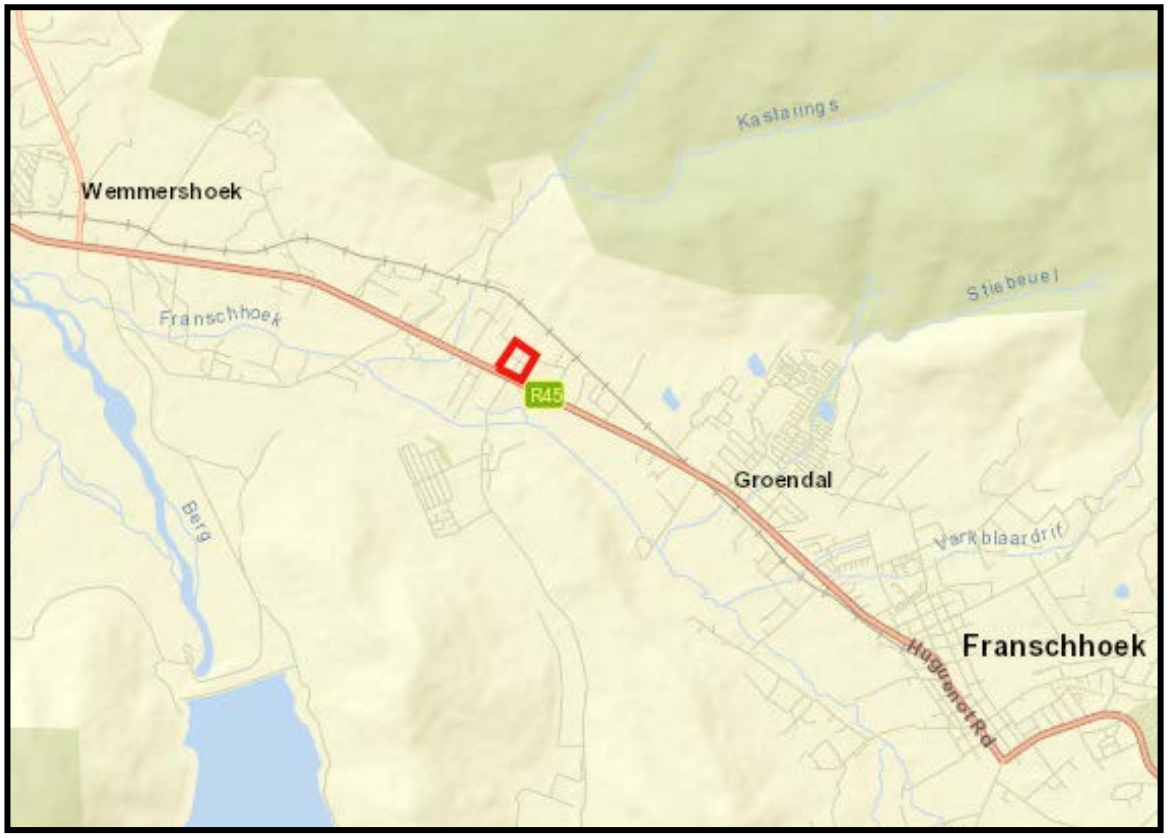
The consultant revised the previously Council approved feasibility report and planning layout of 24 August 2020. In September 2021, the consultants submitted the draft urban design framework and typologies for the redevelopment of the Town Centre. The draft submissions were workshopped with internal departments as well as the PDoHS for comments and/or inputs. An item will serve at Council during May 2022, to seek approval for the revised conceptual design planning layouts.

The Town Centre development is linked to the Northern Extension development. Land Use Application has been submitted, awaits approval.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning approval
2024/25	Implementation
2025/26	Implementation

3.4. Maasdorp Village, Franschhoek – Ward 2





Project Name		Maasdorp Village, Franschhoek
Property Description		Farm La Motte 1041/27 and 1041/28 Paarl
Town		Rural
Suburb		Rural
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		Current – planning
% of Total need addressed by Project		0,1
Housing Programme/s		Township Establishment
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	16 existing units
Project Readiness	**Land Obtained**	No
	EIA ROD	Yes - Checklist completed; EA not applicable
	Bulk capacity	No
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes – with respect to a Memorandum of Understanding with the Dept. of Public Works
	Risks / Issues	Costly sites
	Readiness Score	2
Project Suitability	**Geotech Conditions**	Suitable, already built-up area
	Strategic alignment	This project falls within the approved urban edge and has been identified in the SDF as future mixed-use, community, and residential infill. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	TBD

The Maasdorp Forest Village comprises portions 27 and 28 of Farm La Motte No 1041 Paarl is located north of the intersection of Main Road 191 (R45) and Divisional Road 1351 approximately four kilometres northeast of Franschhoek.

The site currently accommodates approximately 32 formal houses and outbuildings. The property is currently zoned for Agricultural purposes and must be rezoned and subdivided to enable formal township establishment accommodating the existing households and as otherwise may be determined by further investigations and community engagements.

In June 2018 a service provider was appointed to attend to the township establishment process for Maasdorp Forest Village, Franschhoek: portions 27 and 28 of Farm La Motte No 1041 Paarl, and future expansion on Portions 3 and 7 of Farm La Motte No 1041, Franschhoek; the project has later been referred to only as the detailed planning and design for the township establishment of Maasdorp Forest Village.

Community engagements, a traffic impact study, engineering services reports and a geotechnical investigation have been completed together with draft plans of subdivision for further consideration. The required process for township establishment took longer than anticipated primarily due to the impact of Covid-19 on processes, the challenges on the ability to interact with relevant stakeholders and certain aspects in the planning process that arose and now requires additional input. Due to the socio-economic impact of Covid-19 and the relevancy of the socio-economic profile on the feasibility of proposed property extents and accommodation of original Maasdorp residents on these properties, the necessity to update the socio-economic survey and engineering services costing for efficient decision-making purposes on the development proposal, was identified.

The service provider submitted the Land Use Planning Application to the Department: Land Use Planning and was advertised for public participation during February 2023. Planning approvals to be obtained during 2023/24 financial year.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Planning approval
2024/25	Application for funding to PDoHS
2025/26	Implementation of services depending on approval of funding

3.6 Five housing projects in Kayamandi, Stellenbosch

In 1995, to direct and accommodate the accelerated growth and severe development pressure that prevailed in the Kayamandi Township, the former Stellenbosch Transitional Council commissioned the drafting of a Spatial Development Framework for Kayamandi and the immediate surrounding area. During 1996 and 1997 Special Council Meetings and workshops were held do deal with the Development Framework of Kayamandi with the aim to identify and implement priority projects within the area. The Spatial Development Framework was formally approved on 11 September 1996 and the priority projects plan during January 1997. Although the projects were implemented during the period, majority of the erven however have not been formally registered at the Surveyor General and the deeds office to proceed with the individual transfers of the properties to the respective end users/beneficiaries. For various reasons, the formal township establishment process for certain projects was not completed. Stellenbosch Municipality is now able to finalise the required statutory land use management approvals required for formal township establishment.

A service provider has been appointed to finalise township establishment by obtaining the necessary land use rights for each of the five projects situated in Kayamandi, Stellenbosch as well as submission of all diagrams in the Surveyor-General's office for registration and approval.

Five of these properties are now the subject of a township establishment process. Four of the projects have obtain land Use approval during January 2023 by the MPT. Project 5B was submitted to Land Use department and was withhold due to no Power of Attorney could be submitted for Erf 66.

The said provisions applied to the following projects:

- *Project 4 A (Erven 1080 to 1112, Kayamandi) (Ward 12)*

The 146 units were developed as rental stock units. The relevant statutory approvals (consolidation of land units) are required to enable the registration of the sectional title scheme on the consolidated properties. A service provider appointed to entail the amendment of the approved General Plan.



- ***Project 4 B (Red Bricks Hostels - Erven 112, 114, 115, 116) (Ward13)***

The project formed part of the hostel upgrading programme for Kayamandi and was implemented and constructed during 2004. It comprised the consolidation of erven 112, 114, 115 and 116 as registered in terms of General Plan.



The project entails the rezoning and the subdivision of the property into 51 units and 5 public open spaces.

- ***Project 5 A (175 Units - Erven 1123 – 1154) (Ward 15)***

The project entailed the consolidation of Erven 1123 and 1152 as well as Erven 1113 and 1122 as registered in terms of General Plan. The said erven formed part of the 18,5-ha development area that comprised Erven 707 and 1071 as approved in terms of Act 4 of 1984.

The project entails the subdivision of the property into 175 higher density units and public open spaces.

Although the General Plan (Erven 1982 – 2165) was submitted to the Provincial government Western Cape, the registration of the plan was not done to date since Erf 1120 (public place) was not closed.



- ***Project 5 B*** **(137 Units – Erven 513-522, 67 and 69 and portion of Erf 523) (Ward 12 and 15)**

  Project 5B formed part of the Kayamandi Town Centre urban renewal project as funded in terms of the overall hostel project upgrading programme. The development made provision for 137 higher density units, a new road, and several open spaces.

.



The development entails the consolidation of Erven 67, 69, a portion of Erf 523 and Erven 513-522 and the re-subdivision thereof into individual higher density units. The project was implemented and constructed during 2004. The project was partially completed due to the construction of informal structures on the remainder of the property. A total of 42 units have been built. It is recommended that the amendments of the General Plans (149/1987 and 290/1989) be done.

- **Project 8 (Mpelazwe –** ***Remainder Erf 288 Kayamandi - 65 units) (Ward 13)***

  Mpelazwe is one of the oldest parts of the Kayamandi town and was identify as priority projects considering its historic character and response from the community.



The development forms part of the hostel upgrading programme and comprised the development of 54 residential units.

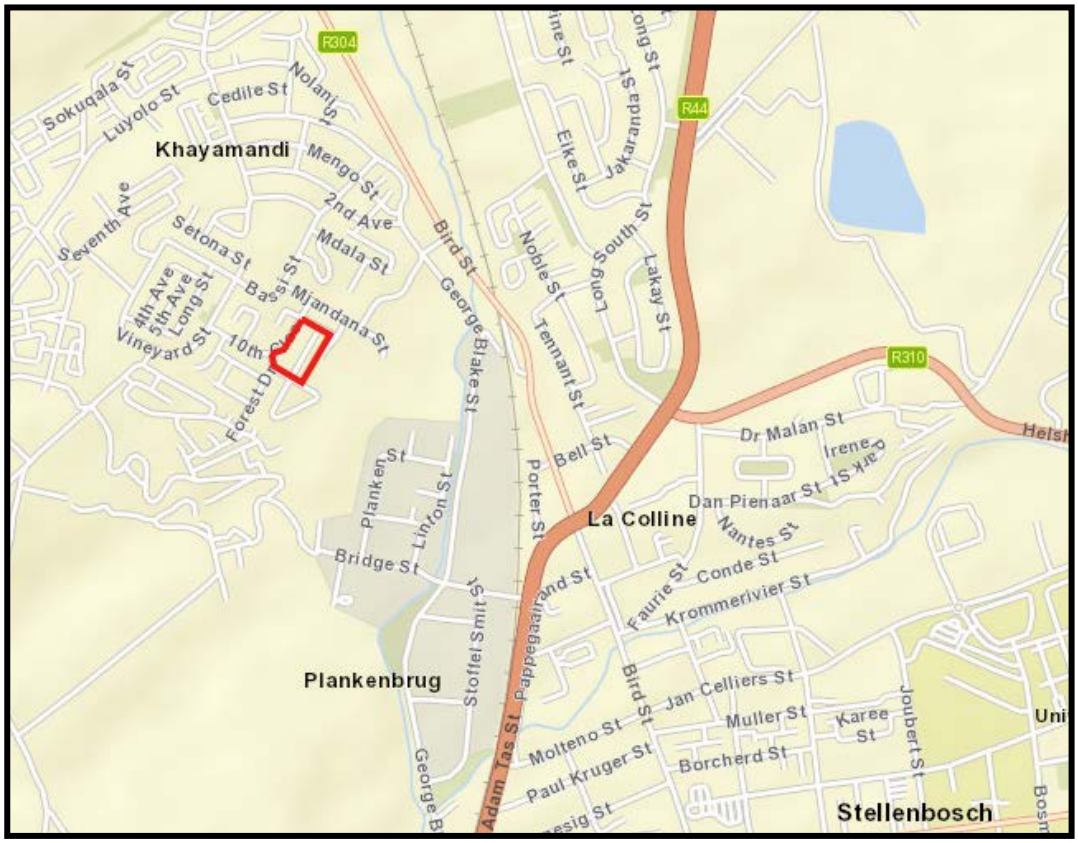
Although approval was previously granted for the relay out of the area it still forms part of Remainder Erf 288 as per General Plan.

Although erf numbers (Erven 2392-2446) have been allocated, the formal rezoning and subdivision and closure of public roads have not been completed to date.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Registration of erven by SG office
2024/25	-
2025/26	-

3.4.1. Erven 1080 – 1112 Kayamandi (33 erven) – Ward 12





Project Name		Erven 1080 – 1112 Kayamandi (33 erven)
Property Description		Erven 1080 – 1112 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		0,2
Housing Programme/s		Township Establishment
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	Completed
	Other	33 erven
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	**Geotech Conditions**	Suitable, already built-up area
	Strategic alignment	These projects fall within the approved urban edge and have been identified in the SDF as future mixed-use, community, and residential infill. From an MSDF/CEF perspective, these projects fall within the functional area and priority development areas and from a strategic perspective align spatially.

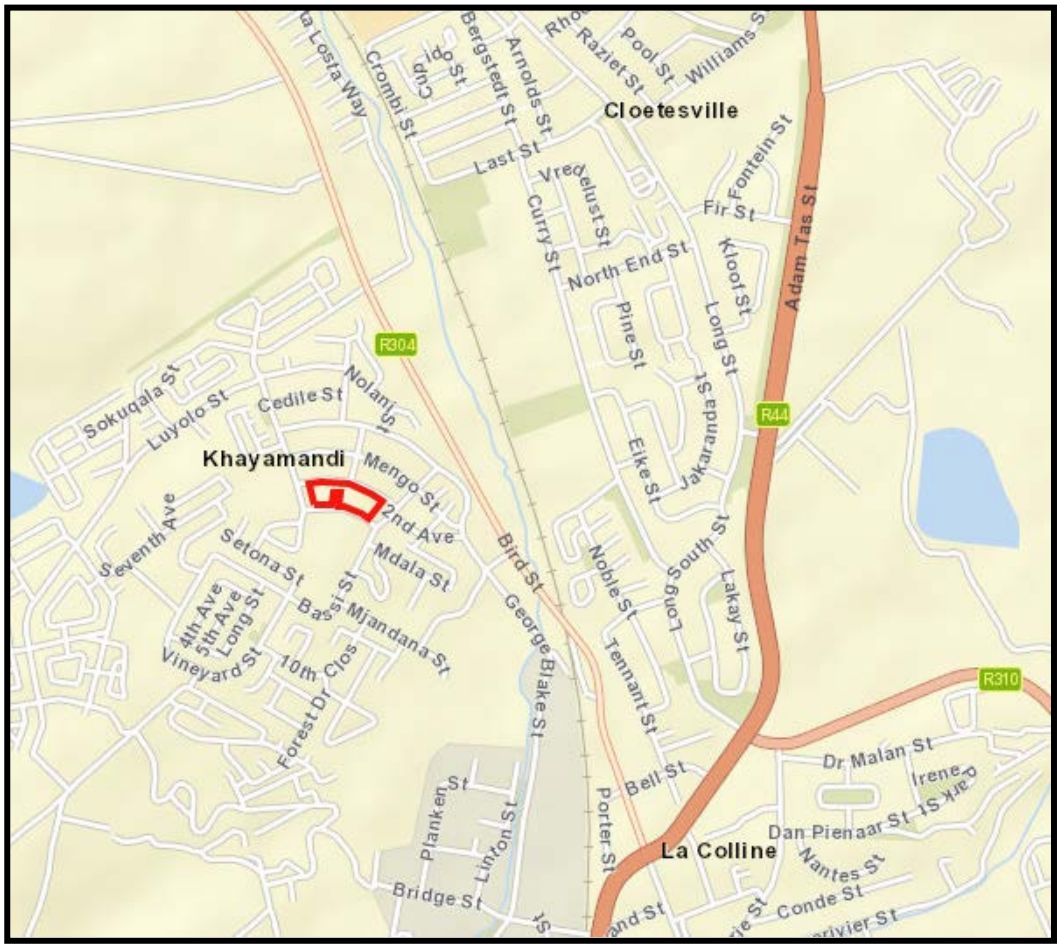
	Planning Opinion	TBD

The project was approved by Council in 1996 and comprised the development of 146 family units by Stocks Housing Cape (Pty) Ltd. The 146 units were developed as rental stock units on Erven 1080 to Erven 1112 and were completed in 1998. The relevant statutory land use approvals are required to enable the registration of the sectional title scheme on the consolidated properties. This process will also entail the amendment of the approved General Plan (GP 3343/1993).

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Registration of erven by SG office
2024/25	-
2025/26	-

3.4.2. Red Bricks Hostels: Erven 112, 114, 115, 116 Kayamandi – Ward 13





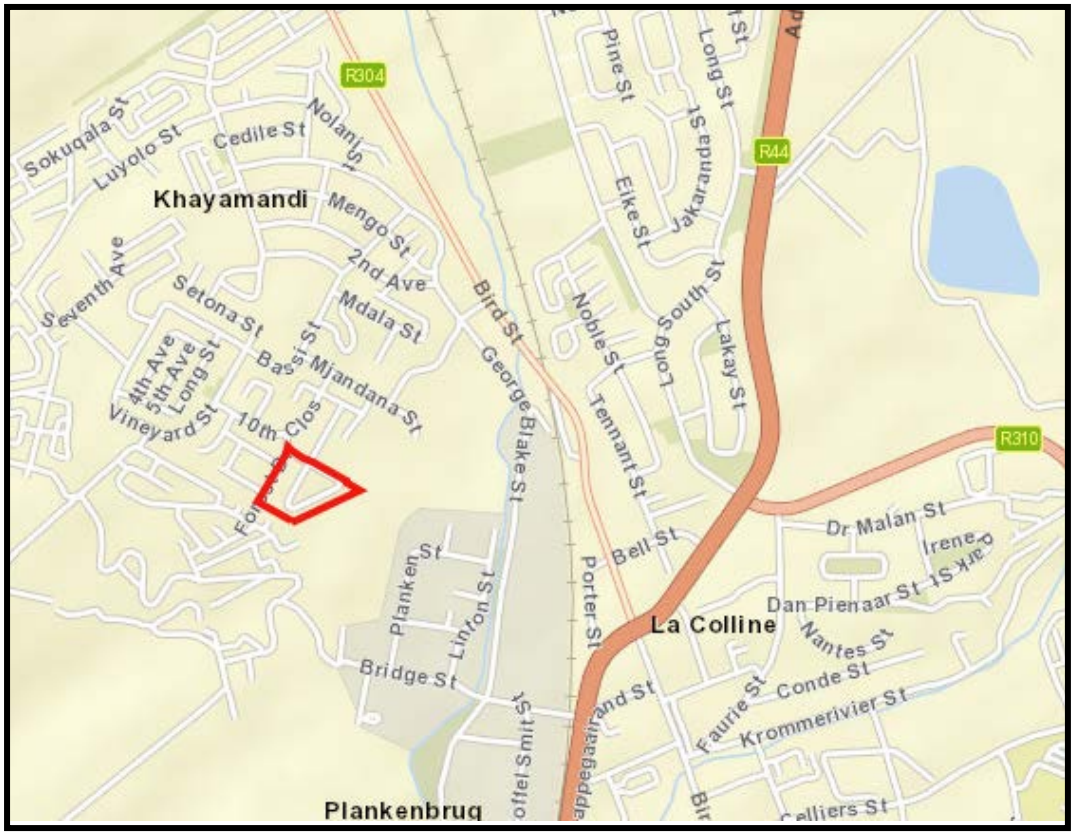
Project Name		Red Bricks Hostels: Erven 112, 114, 115, 116 Kayamandi
Property Description		Erven 112, 114, 115, 116 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		0,3
Housing Programme/s		Township Establishment
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	51 units
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	**Geotech Conditions**	Suitable, already built-up area
	Strategic alignment	TBD
	Planning Opinion	TBD

The project formed part of the hostel upgrading programme for Kayamandi and was implemented and constructed in 2004. It comprised the consolidation of erven 112, 114, 115 and 116 as registered in terms of General Plan L 149/1987. The project entails the rezoning and the subdivision of the property into 51 units and 5 public open spaces.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	-Registration of erven at SG office
2024/25	-
2025/26	-

3.4.3. Erven 1123 – 1154 and 1113 – 1120 Kayamandi – Ward 15





Project Name		Erven 1123 – 1154 and 1113 – 1120 Kayamandi
Property Description		Erven 1123 – 1154 and 1113 – 1120 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		1,1
Housing Programme/s		Township Establishment
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	175
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	TBD
	Planning Opinion	TBD

The project entailed the consolidation of Erven 1123 and 1152 as well as Erven 1113 and 1122 as registered in terms of General Plan 3343/1993. The project entails the subdivision of the property into 175 higher density units and public open spaces. Although the General Plan (Erven 1982 – 2165) was submitted to the

Provincial government Western Cape, the registration of the plan was not done to date due to the fact that Erf 1120 (public place) was not closed.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	-Registration of erven at the SG office
2024/25	-
2025/26	-

3.4.4. Erven 513-522, 66, 67, 69 and Portion of Erf 523 Kayamandi – Wards 12 and 15





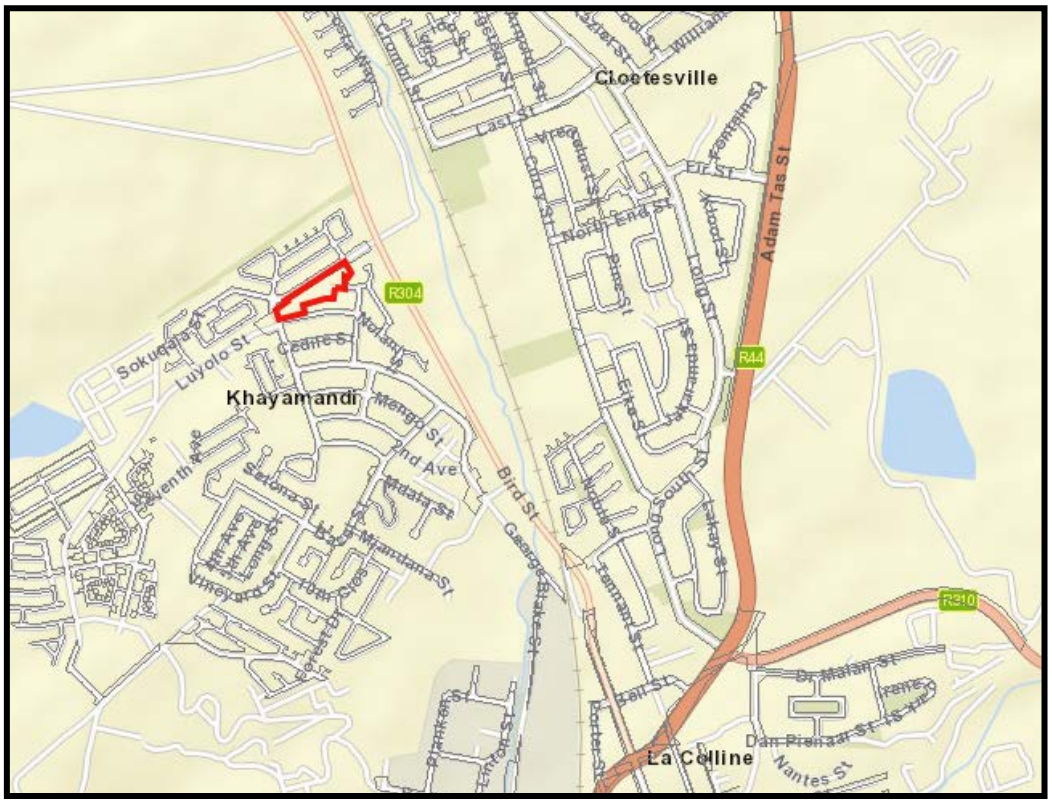
Project Name		Erven 513-522, 66, 67, 69, a portion of Erf 523 Kayamandi
Property Description		Erven 513-522, 66, 67, 69, a portion of Erf 523 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		0,8
Housing Programme/s		Township Establishment
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	137
Project Readiness	**Land Obtained**	Yes. Only Erf 66 is in private ownership
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	TBD
	Planning Opinion	TBD

This project formed part of the Kayamandi Town Centre urban renewal project as funded in terms of the overall hostel project upgrading programme. The development made provision for 137 higher density units, a new road and several open spaces. The underlying erven forms part of General Plan 149/1987 and General Plan 290/1989. The development entails the consolidation of Erven 67, 69, a portion of Erf 523 and Erven 513-522 and the re-subdivision thereof into individual higher density units. The project was implemented and constructed during 2004. The project was partially completed due to the construction of informal structures on the remainder of the property. A total of 42 units have been built. It is recommended that the amendments of the General Plans (149/1987 and 290/1989) be done.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Registration of erven at the SG office
2024/25	-
2025/26	-

3.4.5. Mpelazwe: Remainder Erf 288 Kayamandi - Ward 13





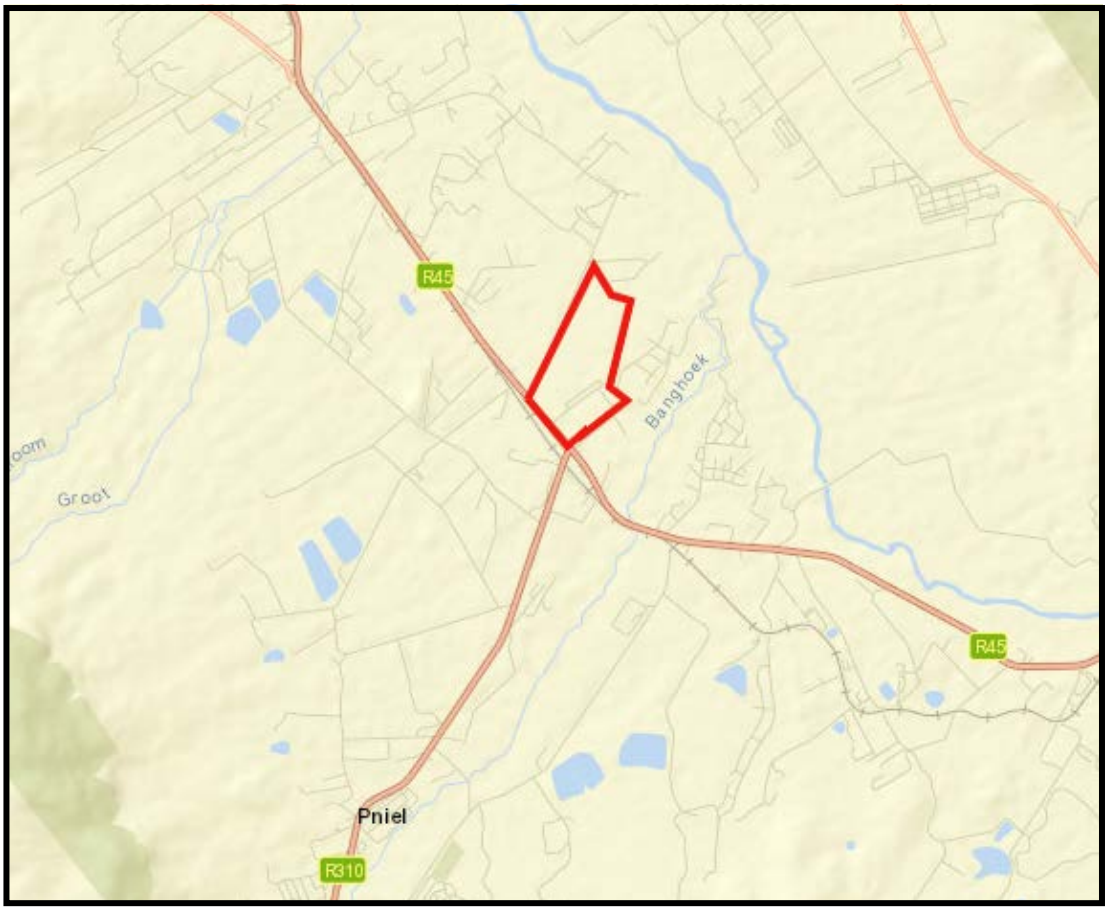
Project Name		Mpelazwe: Remainder Erf 288 Kayamandi
Property Description		Mpelazwe: Remainder Erf 288 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		2021/2022 Planning to commence
% of Total need addressed by Project		0,3 – 0,4
Housing Programme/s		Township Establishment
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	54 – 65
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	Yes
	Land Use Approval	No
	PDOHS Approval	Yes (previous)
	Council Approval	Yes
	Risks / Issues	Community challenges and possible encroachments
	Readiness Score	4
Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	TBD
	Planning Opinion	TBD

Mpelazwe is one of the oldest parts of the Kayamandi town and was identify as priority project considering its historic character and response from the community. The development formed part of the hostel upgrading programme and comprised the development of 54 residential units. Although approval was previously granted for the re-layout of the area, it still forms part of Remainder Erf 288 as per General Plan 149/1987. Erf numbers (Erven 2392-2446) have been allocated; however, the formal rezoning, subdivision and closure of public roads have been completed.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	-Registration of erven at the SG office
2024/25	-
2025/26	-

3.5. Portion 1 of the Farm Meerlust No 1006 Paarl, Franschhoek – Ward 3





Project Name		3460 Meerlust, Franschhoek (200)
Property Description		Portion 1 of the Farm Meerlust 1006
Town		Meerlust
Suburb		Meerlust
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		1,2
Housing Programme/s		IRDP
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (serviced)	200
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	No
	Bulk capacity	TBD
	Land Use Approval	No
	PDOHS Approval	Yes (PID)
	Council Approval	Yes
	Risks / Issues	Location, site is not located close to any urban settlements and extreme small scale of project
	Readiness Score	3
Project Suitability	**Geotech Conditions**	TBD
	Strategic alignment	This property is partially located within the the approved urban edge. The portion within the urban edge has been identified in the SDF as future mixed-use, community, and residential infill as well as green areas to be retained. The Spatial Planning Section will undertake a Local Spatial Development Framework (LSDF) to determine potential and future development of this property.
	Planning Opinion:	TBD

In accordance with the housing need, Stellenbosch Municipality has identified a portion of land, Portion 1 of the Farm Meerlust No 1006 Paarl, in the Franschhoek Valley known as Meerlust for residential development. Ownership of the property currently vests with the National Department of Public Works and Infrastructure.

The site is located on the southern edge of the R45 close to the intersection of the R45 and the R310 and lies between Werda in the north-west and Allee Bleue, Lekkerwyn and the Pickstones to the east. The site is located on a sub-regional corridor linking the towns of Franschhoek and Paarl.

The Municipality has appointed the Housing Development Agency (HDA) via an Implementation Protocol Agreement (IPA) to assist and finalise the transfer of land from the National Department of Public Works and Infrastructure (DPWI) to the Municipality. The HDA has reviewed previous planning studies and proposed layout options that were conducted on the property. An item will be submitted to Council in July 2022, to seek approval for the revised conceptual design planning layouts. The HDA have appointed a professional team to finalise planning studies and attend to the required applications to obtain land use rights, the registration of diagrams / general plans with the Surveyor General and the relevant applications to the Provincial Department of Human Settlements

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Transfer of land from DPW&I;
2024/25	Detailed Planning studies
2025/26	Development rights

3.6. Jonkershoek – Ward 5





Project Name		Jonkershoek
Property Description		Various
Town		Stellenbosch
Suburb		Jonkershoek
Catalytic / PHDA Project		N/A
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,7
Housing Programme/s		Township Establishment / IRDP / FLISP
Housing Opportunities	**Sites**	TBD
	Serviced Sites	TBD
	Top Structures (Units)	TBD
	Other	40 existing units
Project Readiness	**Land Obtained**	No
	EIA ROD	No
	Bulk capacity	No
	Land Use Approval	No
	PDOHS Approval	No
	Council Approval	Yes- with respect to a Memorandum of Understanding
	Risks / Issues	Conservation status and bulk service provision restraints
	Readiness Score	0
Project Suitability	**Geotech Conditions**	TBD
	Strategic alignment	The Spatial Planning Section will undertake a Local Spatial Development Framework (LSDF) to determine potential and future development of this property.
	Planning Opinion	TBD

The Jonkershoek Valley is located about 10km east of Stellenbosch, below the imposing Hottentots-Holland Mountains. The valley is relatively narrow (3-5 km) and approximately 13 kilometres in length. The upper Jonkershoek Valley has been conserved as part of the Jonkershoek Nature Reserve to preserve the mountain fynbos ecosystems; however, large areas have been converted to plantation forestry. Besides the original Jonkershoek farmyard, Jonkershoek has a bosdorp, which historically accommodated the labour force of forestry and catchment management.

The Municipality has appointed the Housing Development Agency (HDA) via an Implementation Protocol Agreement (IPA) to assist and finalise the transfer of land from the National Department of Public Works and Infrastructure (DPWI) to the Municipality. The HDA has reviewed previous planning studies and proposed layout options that were conducted on the property. An item will be submitted to Council in July 2022, to seek approval for the revised conceptual design planning layouts. The HDA have appointed a professional team to finalise planning studies and attend to the required applications to obtain land use rights, the registration of diagrams / general plans with the Surveyor General and the relevant applications to the Provincial Department of Human Settlements

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Transfer of land from various property owners;
2024/25	Detailed planning studies
2025/26	Development rights

4. IMPLEMENTATION PHASE

4.1. Erf 3229 Franschhoek (Mooiwater) – Ward 1





Project Name		Erf 3229 Mooiwater, Franschhoek TRA
Property Description		Erf 3229
Town		Franschhoek
Suburb		Mooiwater
Catalytic / PHDA Project		No
Urgency (Proposed year of implementation)		Current
% of Total need addressed by Project		1,6
Housing Programme/s		UISP
Housing Opportunities	**Sites**	258
	Serviced Sites	0
	Top Structures (Units)	0
	Other	Provision of communal basic services 51 standpipes and waterborne toilets
Project Readiness	**Land Obtained**	Yes
	EIA ROD	The proposed development does not trigger Environmental authorisation
	Bulk capacity	Yes (Water supply sufficient, Sewerage needs some upgrades)
	Land Use Approval	Yes, LUPA approval for a temporary departure obtained in 2022
	PDOHS Approval	Yes – the project is supported by PDoHS.
	Council Approval	Yes
	Risks / Issues	Decanting of beneficiaries, invasion is a high risk
	Readiness Score	1
Project Suitability	**Geotech Conditions**	Suitable, location in an already built-up area
	Strategic alignment	MSDF 2019 - Project does fall within the approved Urban Edge but is not indicated specifically. MHSP 2020 - Project is not included in the HSP. IDP 2020 - Erf 3229 is noted as necessary for the decanting of Langrug, but the project is not specifically mentioned. PHSHDA - Not included in the Stellenbosch PHSHDA, although Langrug Informal Settlement is included.
	Planning Opinion	This project will allow for the partial decanting of the Langrug Informal Settlement and as such can be supported by the Dept. of Human Settlements. The location of the decanting site is within the urban area of Franschhoek and within walking distance of the Langrug settlement. Consideration should be given to a long-term solution for this site, as experience with the Langrug Informal Settlement has been that addressing this settlement will not be a speedy process.

Erf no. 3229 at Mooiwater was identified as a temporary decanting site for the relocation of families residing and impacted by the freshwater dam at Langrug informal settlement. Their livelihoods are under constant threat during winter and rainy session as the freshwater dam fills up and flood structures within the dam area. The freshwater dam was flagged as a risk and unsafe for human settlement purposes. It was recommended that the dam wall be rehabilitated.

Erf no. 3229 is currently vacant and is being used for illegal dumping. A consultant was appointed in 2019 to undertake a Geotechnical Study to assess the feasibility of establishing a decanting site on Erf no. 3229. The

outcome of the study indicates that the property is suitable for human settlement purposes subject to undertaking site works and rehabilitation of the property.

The Municipality appointed a team of professional to undertake planning studies for the proposed development of a Temporary Development Area (TRA) on Erf 3229 Franschhoek. The primary purpose of this project is to create a decanting site (TRA) for the relocation of households residing and impacted by the freshwater dam at Langrug informal settlement.

The design of the layout plan for the proposed development has been completed. The land use application to use the property as a decanting site was Approved by the Municipal Tribunal in February 2022. The proposed development does not trigger an Environmental Authorisation in terms of NEMA.

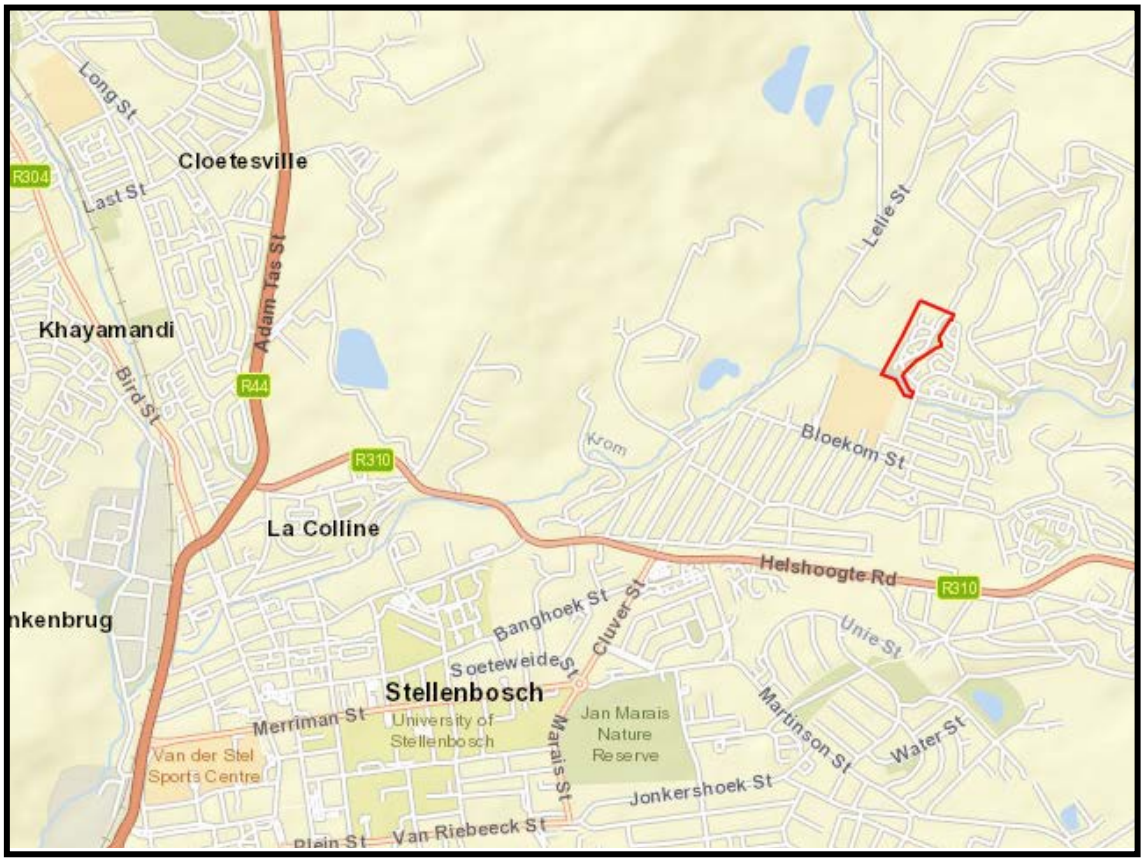
The project was implemented in two phases as follows.

- Phase 1: A contractor was appointed in July 2022 for the-site rehabilitation and construction of bulk. The project was completed in December 2022.
- Phase 2: The Project Management Unit is in the process of appointing a contractor for the installation of Civil and Electrical infrastructure. The completion date of the project is scheduled for June 2024.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Implementation of Phase 2
2024/25	Implementation of Phase 2
2025/26	-

4.2. A portion of Erf 9445 Stellenbosch: (Oak Tree Village, Idas Valley) – Ward 5





Project Name		Stellenbosch Idas Valley IRDP
Property Description		Erf 9445
Town		Stellenbosch
Suburb		Idas Valley
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Current
% of Total need addressed by Project		1
Housing Programme/s		IRDP / FLISP
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	166
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes (PIRR)
	Council Approval	Yes
	Risks / Issues	Community cooperation and land invasion
	Readiness Score	Current
Project Suitability	**Geotech Conditions**	Suitable
	Strategic alignment	N/A
	Planning Opinion	Development rights obtained

The subject site is located on the original Erf 9445 Stellenbosch in Idas Valley. The required approvals were obtained for the creation of 166 erven which will provide residential opportunities for the GAP market and by means of the FLISP programme.

The 166 erven are to be provided with engineering services and houses to be built by the Developer. The housing project will be implementation over a period of two years. The construction of 166 top structures commenced in May 2022. The completion date of the project is scheduled in December 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Construction of top structures
2024/25	-
2025/26	-

4.3. The Steps and Orlean Lounge, Cloetesville – Ward 16







Project Name		The Steps and Orlean Lounge: Rectification of existing units
Property Description		Erven 6846, 8667, 6852, 8937 Stellenbosch
Town		Stellenbosch
Suburb		Cloetesville
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Current
% of Total need addressed by Project		1
Housing Programme/s		Rectification (Municipal)
Housing Opportunities	**Sites**	0
	Serviced Sites	0
	Top Structures (Units)	0
	Other	Rectification of 161 existing units
Project Readiness	**Land Obtained**	N/A
	EIA ROD	N/A
	Bulk capacity	Yes
	Land Use Approval	N/A
	PDOHS Approval	N/A
	Council Approval	Yes
	Risks / Issues	Community cooperation, decanting
	Readiness Score	N/A
Project Suitability	**Geotech Conditions**	Suitable location in an already urban area
	Strategic alignment	This project is located within the approved urban edge and has been identified for infill development. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	N/A

In 2003, the Municipality identified a portion of land in Cloetesville to address the numerous housing challenges in the area. Several of the 161 units were built to specifically address overcrowding and backyarders. The project was implemented through the People's Housing Programme and many defects and challenges were experienced on these sites (sub-standard buildings).

A contractor was appointed for rectification of 161 houses. The upgrade of the housing units commenced July 2020. The completion date of the project is scheduled for June 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	The rectification works and completion date is scheduled for June 2023.
2024/25	-
2025/26	-

4.4. Zone O, Kayamandi – Wards 14 and 15





Project Name		ISSP Kayamandi Zone O (711) UISP
Property Description		Erf 2991
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Current
% of Total need addressed by Project		4,4
Housing Programme/s		UISP
Housing Opportunities	**Sites**	711
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes (PIRR)
	Council Approval	Yes
	Risks / Issues	Risk of land invasion and community cooperation
	Readiness Score	Current

Project Suitability	**Geotech Conditions**	Suitable
	Strategic alignment	This project is located within the approved urban edge. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	Development rights obtained (MPT approval)

The property is located on the western side of Kayamandi, on the slope leading up to the school and reservoir. The access to the land is through Kayamandi, with the most direct route being from the R304 (Bird Street extension) via the northern entrance to Kayamandi (Sokuqala Street). Zone O comprises an original portion of Remainder Erf 2183, Portion of Erf 1714, Unregistered Erven 863 and 873 (Portions of Erf 707) Kayamandi.

The civil designs and drawings for project have been approved by the relevant competent authorities. The project will be implemented in phases as indicated in the map above (i.e. phase 1, phase 2 and phase 3). For technical reasons, the implementation of the project will commence at phase 3 which comprises of 178 sites. The Project Management Unit (PMU) is project co-ordinating and managing the implementation of 178 internal services for phase 3. The PMU is in the final stages of appointing a contractor for the installation of internal services.

A contractor was appointed in July 2022 for the installation of civil services for 178 sites. The contractor has been unable to establish on site due to the relocation of 58 families on site. There has been a collaborative effort in the municipality to relocate the families to commence with the implementation of the project. According to the program, the contractor is expected to commence with the construction activities in May 2023. The completion date of the project is scheduled for June 2024.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Implementation of 178 internal services
2024/25	-
2025/26	-

4.5. Enkanini ABS (Planning) – Ward 12





Project Name		3259 ISSP Kayamandi Enkanini (1300) UISP
Property Description		Various
Town		Stellenbosch
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		Current (planning and service installation)
% of Total need addressed by Project		8
Housing Programme/s		UISP
Housing Opportunities	**Sites**	1 300
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes (PRF)
	Council Approval	Yes
	Risks / Issues	Large scale of project and need for decanting onto a non-existent TRA
	Readiness Score	4
Project Suitability	**Geotech Conditions**	Steep slopes, increased cost of development
	Strategic alignment	This project is located within the approved urban edge and has identified in the SDF as future mixed-use, community, and residential infill. From an MSDF/CEF perspective, this project falls within the functional area and priority development areas and from a strategic perspective aligns spatially.
	Planning Opinion	This project has already been supported by the release of Tranche 1.1 and the Dept. of Human Settlements is waiting for the PFR application currently. The project will entail the formalisation of the Enkanini Informal Settlement in Kayamandi. The project will require a decanting site. This project can be further supported for feasibility studies.

Enkanini is an informal settlement located to the north-west of Stellenbosch town. It abuts light industrial areas, informal settlements such as Zone O, the Town Centre and Watergang. The footprint of the Enkanini Informal Settlement covers an area of approximately 17.9 hectares of land located on portions of five properties being the Remainder of the Farm 183, the Farm 181, Portion 5 of the Farm 175, Portion 33 of the Farm 175 Stellenbosch, and Erf 2175 Kayamandi. The informal settlement has a total number of structures estimated at approximately 3300 units and approximately 10 000 inhabitants.

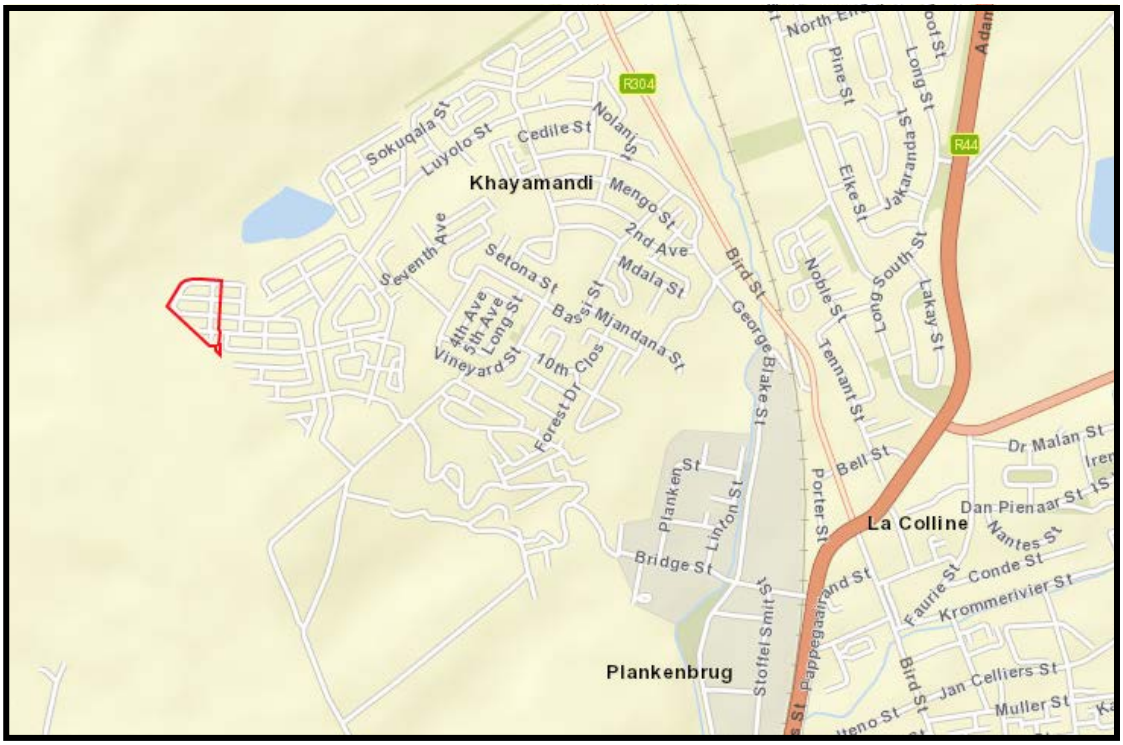
Urban Dynamics Western Cape was appointed as lead consultant to obtain the statutory land use planning, environmental and related approvals to enable the formalisation of the Enkanini Informal Settlement.

The Department Infrastructure Services is currently busy with the installation of 1 000 electrical connections. Integrated National Electrification Programme (INEP) approved and funded the project. It should be noted that the Programme is rolled out over the next three to four years, which will result in the installation of additional electrical connections.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	Provision of electricity
2024/25	Provision of electricity
2025/26	In situ upgrading

4.6. Watergang Phase 2C – Erf 3603 Kayamandi – Ward 14





Project Name		Watergang Phase 2C
Property Description		Erf 3603 Kayamandi
Town		Kayamandi
Suburb		Kayamandi
Catalytic / PHDA Project		PHDA
Urgency (Proposed year of implementation)		TBD
% of Total need addressed by Project		0,5
Housing Programme/s		UISP
Housing Opportunities	**Sites**	87
	Serviced Sites	0
	Top Structures (Units)	0
	Other	0
Project Readiness	**Land Obtained**	Yes
	EIA ROD	Yes
	Bulk capacity	Yes
	Land Use Approval	Yes
	PDOHS Approval	Yes
	Council Approval	Yes
	Risks / Issues	Cost to install services and rehabilitate site
	Readiness Score	Current
Project Suitability	**Geotech Conditions**	TBC
	Strategic alignment	N/A
	Planning Opinion	Development rights have been obtained

Erf 3603 Kayamandi was subdivided, and the General Plan approved by the Surveyor-General. The property provides for 87 residential opportunities and has been serviced. It has been determined that the cost to rehabilitate the site to make it liveable is extremely high, especially considering the retaining walls to be constructed. This project is thus pending further discussions on the way forward.

The development of Erf 3603 is directly linked with the upgrade/development of the Zone O informal settlement. There are approximately 60 residents that do not qualify for a government subsidy programme. It has been resolved by the Department to temporally relocate the 60 residents from Zone O to Erf 3603 to create space for the implementation of the Zone O upgrading project. The implementation of the Zone O upgrading project is set to commence in during May 2023.

It is suggested that the following timeframes should be considered for project progression:

Timeframes	Project Deliverables
2023/24	TBD according to new layout and costing
2024/25	-
2025/26	-

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

7.6.1	**PROGRESS ON THE PROVISION OF A PUBLIC TRANSPORT SERVICE FOR STELLENBOSCH**

Collaborator No: **742663**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: PROGRESS ON THE PROVISION OF A PUBLIC TRANSPORT SERVICE FOR STELLENBOSCH

2. PURPOSE

Council to note the Section 78(1) Assessment Report, and to note the proposed approach by the Infrastructure Services Directorate.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The Western Cape Government's Department of Transport and Public Works (DTPW) had previously provided assistance to Stellenbosch Municipality and compiled a Section 78 (1) Assessment Report on the provision of a public transport service, for Stellenbosch. See attached **APPENDIX 1**. The report was based on a study that, at the time, proposed a conventional (largely bus-based) public transport system, that would be managed by the Municipality.

The key findings by the DTPW's, Section 78(1) Assessment Report is as follows:

- The municipality is better suited to an incremental upgrade rather than a brand new large scale bus-based system.

- Irrespective of the mechanism selected to deliver a public transport service (internal vs. external) and based on the lessons learned from the public transport implementation of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to a public transport service.

- The municipality does not have the capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport service.

Taking into account recommendations from the current Comprehensive Integrated Transport Plan (CITP), advice from industry experts, advice from the DTPW, and lessons learned from other Municipalities (where conventional public transport services were rolled out), an alternative approach to a public transport service for Stellenbosch is proposed.

The Directorate therefore proposes that the municipality adopts an incremental approach to bring about improvements to existing systems. This will allow adaptions to existing public transport modes, incremental budgeting to be used for those improvements, as well

as existing arrangements with the bus and taxi operators and associations to be tweaked accordingly, rather than a “Big-Bang” new approach to be implemented.

The incremental approach, being more flexible at incorporating and assigning the different modes of public transport is most suitable for a developing area such as Stellenbosch.

The Directorate also proposes that a Public Transport Plan first be developed. The Public Transport Plan will set the framework and context of the public transport service and identify necessary projects to be implemented.

5. RECOMMENDATIONS

(a) that Council notes the Section 78(1) Assessment Report on the provision of public transport services. (**APPENDIX 1)**;

(b) that Council accepts that all the requirements of Section 78(1), has been complied with;

(c) that Council concurs with the finding of the study i.e.

- The municipality is better suited to an incremental upgrade rather than a brand-new large-scale bus-based system.
- Based on the lessons learned from the public transport implementation of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to a public transport service.
- The municipality does not have the internal capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport service.

(d) that Council considers an alternative approach, namely the Incremental Approach that progressively moves towards improved public transport services and, over time, establishes the most efficient public transport service; and

(e) that a Public Transport Plan be compiled to facilitate improvements to existing public transport services, identifying necessary projects to ultimately establish an efficient public transport service.

6. DISCUSSION / CONTENTS

6.1 Background

The Western Cape Government’s Department of Transport and Public Works (DTPW) had previously provided assistance to Stellenbosch Municipality and compiled a Section 78 (1) Assessment Report on the provision of a public transport service, for Stellenbosch. See attached **APPENDIX 1**.

Section 78 (1) Assessment Report was based on a Public Transport Services Network Study that the Municipality had undertaken, for the implementation of Public Transport System for Stellenbosch. The study proposed a conventional (largely bus-based) public transport system, that would be managed by the Municipality. The public transport service comprises of a network of 11 local routes within Stellenbosch, and 8 long distance routes linking Stellenbosch to Klapmuts, Paarl, Somerset West, Eerste River, Bellville, Airport Industry etc. The financial cost of implementing such as a service is estimated to exceed R200M over first 4 years of implementation.

Stellenbosch Municipality's Comprehensive Integrated Transport Plan (CITP) for the period 2022-2027, currently being finalized, presents a framework for development of an integrated public transport service network, highlighting the Incremental Approach as being most suitable approach to bring about improvements to the public transport. The CITP further proposes the compilation of a Public Transport Plan to assist the Municipality to further conceptualize public transport requirements and identify necessary projects.

6.2 Discussion

Section 78 (1) Assessment Report by the Western Cape Government's Department of Transport and Public Works (DTPW) states that the Department does not intend, at this time, to replicate conventional bus-based public transport systems and will support alternative approaches to public transport. The DTPW proposes an Incremental Approach, that focusses on getting the basics right while progressively moving towards an improved public transport service over time. The report also mentioned that cities at the forefront of public transport improvements are exploring alternative hybrid models that are more cost effective and better recognizes the complexities of an industry in transition.

The key findings by the Department of Transport & Public Works (DTPW)'s, Section 78(1) Assessment Report is as follows:

- The municipality does not have the capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport services.

- That irrespective of the mechanism selected to deliver a public transport service (internal vs. external), based on the experiences of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to public transport improvement.

It should be mentioned that nationally and regionally, the public transport services industry is currently in a state of flux. The majority of rail service is not operational and severely impacted upon by vandalism and theft, regional bus services are operating a limited and reduced service and the taxi industry continues to be plagued by violence.

Given the high cost of implementing a conventional (largely bus-base) public transport service and the need to introduce austerity measures due to current economic conditions, the Directorate supports the Incremental Approach towards an improved public transport service.

Therefore, taking into account, recommendations from the Comprehensive Integrated Transport Plan (CITP), advise from industry experts, advise from the Department of Transport and Public Works (DTPW), and lessons learned from other Municipalities (where conventional public transport services were rolled out), an alternative approach to a public transport service for Stellenbosch is proposed. The Directorate therefore proposes that the Incremental Approach be used to bring about improvements to existing systems. The Incremental Approach, being more flexible at incorporating and assigning the different modes of public transport is most suitable for a developing town such as Stellenbosch.

Transport legislation such as the National Land Transport Act and other existing institutional arrangements can underpin partnerships, define roles and responsibilities and provide for the necessary agreements to be compiled. Existing partnerships with stakeholders such as Department of Transport and Public Works (DTPW), Bus and Taxi Associations, the University of Stellenbosch, Development Agreements with Developers etc., will be utilized to achieve the required improvements to public transport services.

The Directorate also proposes that a Public Transport Plan be developed. The Public Transport Plan should set the framework and context of the public transport service, identify appropriate projects to be implemented. Proposals and recommendations from partnerships with stakeholders should align with the framework and context of the Public Transport Plan.

6.3. Financial Implications

The appointment of a service provider to compile a Public Transport Plan is estimated at R3 million.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation as discussed under delegated authority.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

4TH COUNCIL MEETING: 2016-11-23: ITEM 7.6.2

RESOLVED (majority vote)

(a) that Council approves the proposal that an assessment of the municipality's capacity be done to determine its ability to provide the proposed public transport service through an internal mechanism and that the recommendation of the assessment be submitted to Council for consideration and decision; and

(b) that, should the above assessment recommend the use of an external mechanism for the provision of the public transport service, a feasibility study be conducted for the provision of the service through an external mechanism.

14TH COUNCIL MEETING: 2017-11-29: ITEM 7.6.4

RESOLVED (majority vote with abstentions)

(a) that Council takes note of the Operational Business Plan for the proposed Integrated

Public Transport Service Network (IPTN) as recommended in the Comprehensive Integrated Transport Program;

(b) that the recommendations of the Integrated Public Transport Service Network (IPTN) not be adopted at this stage, but that Council wait for the findings of the Provincial Sustainable Transport Program before any public transport system is implemented; and

(c) that Council takes note of the progress made with the Provincial Sustainable Transport Program (PSTP).

6.7 Risk Implications

This report has no risk implications for the Municipality at this point in time, full risks will be identified and reported on, during the Section 78(3) report.

6.8 Comments from Senior Management:

6.8.1 Director: Infrastructure Services

Agree with the recommendations.

RECOMMENDATIONS FROM INFRASTRUCURE SERVICES COMMITTEE MEETING TO THE EXECUTIVE MAYOR: 2023-02-02: ITEM 5.1.1

(a) that Council notes the Section 78(1) Assessment Report on the provision of public transport services. (**APPENDIX 1)**;

(b) that Council accepts that all the requirements of Section 78(1), has been complied with;

(c) that Council concurs with the finding of the study i.e.

- The municipality is better suited to an incremental upgrade rather than a brand-new large-scale bus-based system.
- Based on the lessons learned from the public transport implementation of George, Cape Town etc, the Municipality should consider pursuing an alternative approach to a public transport service.
- The municipality does not have the internal capacity nor potential future capacity to furnish the skills, expertise and resources necessary for the provision of a municipal public transport service.

(d) that Council considers an alternative approach, namely the Incremental Approach that progressively moves towards improved public transport services and, over time, establishes the most efficient public transport service; and

(e) that a Public Transport Plan be compiled to facilitate improvements to existing public transport services, identifying necessary projects to ultimately establish an efficient public transport service.

APPENDIX 1: SECTION 78 (1) Assessment

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
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Report Date	***6 January 2023***

APPENDIX 1

Western Cape Government

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

The provision of public transport services in Stellenbosch Municipality

Section 78 (1) Assessment

August 2021

TABLE OF CONTENTS

1. INTRODUCTION 1-1

1.1 BACKGROUND 1-1

1.2 METHODOLOGY AND REPORT LAYOUT 1-1

2. PROVISION OF MUNICIPAL PUBLIC TRANSPORT 2-1

2.1 ENDORSEMENT BY THE CITP AND THE IDP 2-1

2.2 THE EXTENT OF THE SERVICE ENVISAGED BY THE PTSN 2-1

3. REQUIREMENTS OF THE MUNICIPAL SYSTEMS ACT 3-3

3.1 THE RESPONSIBILITY 3-3

3.2 DEFINITIONS 3-4

3.3 THE METHODOLOGY FOR ASSESSMENT 3-5

3.4 CRITERIA FOR ASSESSMENT 3-5

4. ASSESSMENT OF SERVICE DELIVERY 4-6

4.1 DIRECT AND INDIRECT COSTS AND BENEFITS INCLUDING THE EFFECT ON THE ENVIRONMENT, HUMAN HEALTH, WELLBEING AND SAFETY 4-6

4.2 STELLENBOSCH MUNICIPALITY'S CAPACITY AND POTENTIAL FUTURE CAPACITY TO FURNISH THE NECESSARY SKILLS, EXPERTISE AND RESOURCES 4-10

4.3 EXTENT THAT RE-ORGANISATION COULD BE UTILISED 4-13

4.4 LIKELY IMPACT ON DEVELOPMENT, JOB CREATION AND EMPLOYMENT PATTERNS IN THE MUNICIPALITY 4-14

4.5 TRENDS IN THE SUSTAINABLE PROVISION OF MUNICIPAL SERVICES 4-14

5. CONCLUSIONS 5-1

5.1 ASPECTS REVIEWED 5-1

5.2 CONCLUSIONS 5-1

6. RECOMMENDATIONS 6-1

LIST OF TABLES

Table 4-1 Benefits of an improved public transport service 4-7

Table 4-2 Implications of an operating shortfall 4-9

LIST OF FIGURES

Figure 2-1 Proposed Stellenbosch Public Transport Service Network showing 11 local routes (Source: CITP, 2016) 2-2

Figure 2-2 Proposed Stellenbosch Public Transport Service Network showing 8 long distance routes (Source: CITP, 2016) 2-2

1. Introduction

1.1 Background

The Stellenbosch Municipality has approved a Comprehensive Integrated Transport Plan (CITP) for the period 2016 – 2021, which identified the need for improved public transport services for the Municipality. This vision for transport in the Municipality reflected in the CITP is as follows:

A sustainable transport system that provides for the basic mobility needs of individuals, supports a vibrant economy and operates seamlessly within and across the municipal boundaries.

From a public transport perspective, the CITP includes proposals to establish a Stellenbosch Public Transport Service Network (PTSN). These plans have been refined through the development of an Initial Operational and Business Plan (December 2016), which provides detail on a pilot service.

At the same time, the Western Cape Government, through its Department of Transport and Public Works, has entered into a partnership with Stellenbosch Municipality to plan and implement sustainable transport initiatives. The purpose of this partnership is to support the development and implementation of sustainable transport systems in the Western Cape through collaboration with local government and other key stakeholders, and to align with strategic imperatives.

The provision of public transport services by the Municipality is required in terms of the National Land Transport Act (Act 5 of 2009) (NLTA). The NTLA when read in conjunction with the Constitution and the Municipal Structures Act (Act 117 of 1998), clearly places the responsibility with the local municipality.

Given that the Municipality is considering providing a public transport service, Section 77 of the Municipal Systems Act (MSA) of 2000 (and its amendment of 2003) requires that the Municipality "review and decide on the appropriate mechanism to provide a municipal service" when a new service is to be provided (or "significantly upgraded, extended or improved). Section 78 of the MSA sets out the procedure to be followed when conducting the review. Accordingly, this report therefore constitutes the required review in terms of section 78(1) of the MSA.

At its meeting of 23 November 2016, the Municipal Council resolved that such a Section 78 process could commence.

1.2 Methodology and Report Layout

Section 78(1) of the MSA sets out the criteria and process that must be followed when deciding on the mechanism to be used for service provision. This report, therefore, adopts the structure set out in Section 78(1). The following sources of information have been used:

- Council approved documents: the IDP and the CITP (and related budget information).

- The Initial Operational and Business Plan for the pilot PTSN service.
- Interviews with key officials within the Municipality.
- Consultation with the relevant labour unions.

The document is structured as follows:

- ***Chapter 2*** outlines the nature and extent of the service envisaged by the PTSN.
- ***Chapter 3*** describes the requirements of the Municipal Systems Act.
- ***Chapter 4*** follows the MSA process and evaluates the suitability of an internal mechanism to deliver the service.
- ***Chapter 5*** summarises the conclusions.
- ***Chapter 6*** sets out the recommendations of the review.

2. Provision of Municipal Public Transport

This chapter outlines the nature and extent of the public transport service provision envisaged by the Municipality. It gives an indication of the resources that would be required to operate and manage the service.

2.1 Endorsement by the CITP and the IDP

The Municipality has an approved Integrated Development Plan (IDP) for the period 2017 to 2022. A component plan to the IDP is the Comprehensive Integrated Transport Plan (CITP) for the period 2016 – 2021, which has also been approved by the Municipal Council. The CITP includes proposals for the establishment of a formal Public Transport Service Network and these proposals were developed further through the completion of an Initial Operational and Business Plan in 2016. The guiding principles for the PTSN are as follows:

- Compliance with the Department of Transport guidelines for a Public Transport Network Grant and the Provincial Public Transport Institutional Framework
- Transformation and upliftment of the public transport industry
- To improve public transport services and quality of life of residents
- Phased development of the public transport system
- Financial sustainability

2.2 The extent of the service envisaged by the PTSN

The Initial Operational and Business Plan for the Stellenbosch Public Transport Service Network provides high-level detail on the proposed network of improved public transport services and more specific detail on an envisaged pilot service.

The proposed PTSN includes a network of 11 local routes and 8 long distance routes operating for 16 hours per day (05h00 – 21h00), with a frequency of 10 minutes in the AM and PM peak, 20 and 30 minutes during the off-peak, and 15 minutes during early morning off-peak (05h00 – 06h00). The proposed PTSN is currently being reviewed to incorporate Taxi Operating Companies as well as other transport service providers for example, exploring options such as electrical vehicles for shorter trips within the CBD. The proposal will be for a quality bus, midibus or taxi service operating in mixed traffic with selective improvements at intersections to give priority to public transport. Route stops were designed so that the community served would be within a maximum walking distance of 400m from a stop.

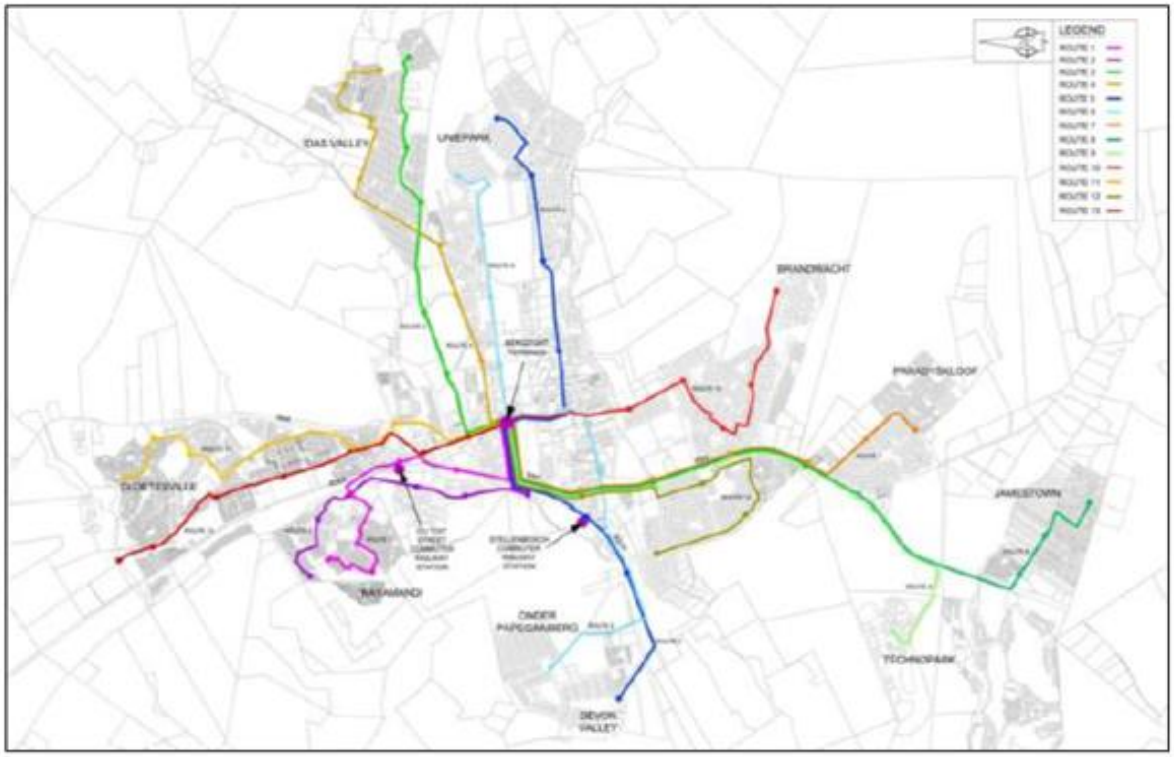


Figure 2-1 Proposed Stellenbosch Public Transport Service Network showing 11 local routes (Source: CITP, 2016)



Figure 2-2 Proposed Stellenbosch Public Transport Service Network showing 8 long distance routes (Source: CITP, 2016)

The network of local routes uses a hub-and-spoke design with all routes connecting close to the centre of the network, making it possible to transfer from any route to any other route at the central terminal point. In addition, the regional routes will provide accessibility from all parts of Stellenbosch Municipality to Somerset West, Paarl, and to Cape Town with minimal transfers and the interchange points with the City of Cape Town's MyCiTi system.

2.2.1 Pilot Service

From the full network, 2 of the main routes (Route 1 and 7) were proposed to be implemented as a pilot and explored in further detail. Routes have been prioritised based on ridership. The proposed pilot service has a capped capacity of 216 passengers per hour, and will form part of a hybrid system operating alongside existing mini-bus taxi services.

The pilot system consists of the following routes:

- Kayamandi to Idas Valley via Bergzicht and the University of Stellenbosch (Route 1)
- Cloetesville to Jamestown via Bergzicht (Route 7)

Bergzicht would serve as a terminal for transfers between the two routes. Fares would be zonal-based with a fixed fare for travel within a zone, and an AFC system with tap-on and tap-off capability. Each route will have 2 zones, with the option to transfer to any other zone at Bergzicht terminal.

3. Requirements of the Municipal Systems Act

3.1 The responsibility

Section 78 (1) of the Municipal Systems Acts states that:

"When a municipality has in terms of Section 77 to decide on a mechanism to provide a municipal service in the municipality, or to review an existing mechanism"

Accordingly, a Municipality:

a) Must first assess –

   i. The direct and indirect costs and benefits associated with the project if the service is provided by the municipality through an internal mechanism, including the expected effect on the environment and on human health, well-being and safety;

   ii. The municipality's capacity and potential future capacity to furnish the skills, expertise and resources necessary for the provision of the service through an internal mechanism mentioned in section 76(a);

   iii. The extent to which the re-organisation of its administration and the development of the human resource capacity within that administration, as provided for in sections 51 and 68, respectively, could be utilised to

provide a service through an internal mechanism mentioned in section 76 (a);

iv. The likely impact on development, job creation and employment patterns in the municipality, and

v. The views of organised labour; and

b) It may take into account any developing trends in the sustainable provision of municipal services generally.

Section 78(2) of the MSA then states that, after having applied subsection (1), a municipality may -

a) Decide on an appropriate internal mechanism to provide the service; or

b) Before it takes a decision on an appropriate mechanism, explore the possibility of providing the service through an external mechanism mentioned in section 76(b).

What the above means is that when a municipality wants to deliver a new service, it must first decide whether it is broadly feasible to do so internally or whether it should consider outsourcing the service provision.

3.2 Definitions

Key considerations in the interpretation of the MSA relate to the definitions of the term "service", and "mechanism".

A "Municipal service" is defined as "a service that a municipality in terms of its powers and functions provides or may provide to or for the benefit of the local community irrespective of whether –

a) such service is provided, or to be provided, by the municipality through an internal mechanism contemplated in section 76 or by engaging an external mechanism contemplated in section 76; and

b) fees, charges or tariffs are levied in respect of such a service or not".

For the purposes of this review the public transport service includes not only the operation of the buses, but related services such as fleet management, management of ticketing systems, intelligent transport systems and facilities (depots, stations and stops).

It is also useful to draw a distinction between the provision of a municipal service, on the one hand, and the actions taken and decisions made by a municipality in relation to a municipal service, on the other. The terms "service provider" and "service authority" are sometimes used to describe those two roles. Municipalities can, and often do, outsource the provision of municipal services, in terms of a service delivery agreement. A private (or public) company is then the service provider and the municipality remains the service authority.

The term "mechanism" is deemed to refer to either an internal mechanism (defined by section 76(a) as a department, business unit or any other component of the Municipality's administration) or an external mechanism (a municipal entity, another municipality, an organ of state, a community based organisation or other NGO, or any other institutions, entity or person legally competent to operate a business activity).

3.3 The Methodology for Assessment

Section 78 (1) sets out the method by which the delivery of the service via an internal mechanism is to be assessed. This report adopts the s78 (1) methodology.

3.4 Criteria for Assessment

In terms of Section 73(2), the municipality has the duty to ensure that the delivery of its services adheres to the following guidelines:

Municipal services must be

a) equitable and accessible;

b) provided in a manner that is conducive to:

    i. The prudent, economic, efficient and effective use of available resources; and

    ii. The improvement of standards of quality over time;

c) financially sustainable;

d) environmentally sustainable; and

e) regularly reviewed with a view to upgrading, extension and improvement.

Thus, the Section 78(1) investigation must consider the internal mechanisms for compliance with the above requirements.

4. Assessment of Service Delivery

This section sets out the assessment for internal service delivery, using the structure provided by section 78(1) of the MSA.

4.1 Direct and indirect costs and benefits including the effect on the environment, human health, wellbeing and safety

The assessment undertaken here is at a high level, in order to give an indication of the resources required by the Municipality and the economic, environmental and social impact of providing the service internally.

Public transport is widely recognised as a key driver of socio-economic growth and development, particularly in developing and emerging economies where many citizens are unable to afford private vehicles and rely on public transport to access services, work, educational, recreational and social opportunities. The need for an efficient, effective, affordable and safe public transport system to support economic growth and development is particularly relevant in South Africa. Indeed, recognition of the central role to be played by public transport in South Africa's growth and transformation agenda is repeatedly highlighted in the National Development Plan 2030.

In the Western Cape, public transport is viewed as an essential catalyst and enabler for accelerated and shared economic growth. Likewise, poor public transport systems are recognised as key constraints to economic growth and development in many parts of the developing world. In Stellenbosch, both the captive and choice markets will benefit from improved public transport services. Movement into and around the Municipality is hampered by a lack of good quality public transport services. The development of such services will help to facilitate safe, reliable access to all.

4.1.1 Direct and Indirect Costs and Benefits

Benefits

The major benefit of a formal public transport service is the increased number of people that will be able to access good quality public transport to get to work or school, to look for work, and to access services such as hospitals, clinics, libraries, shops, etc. The existing minibus taxi industry provides an essential service to the people of Stellenbosch, but there is scope to improve the quality of the service provided. Table 4-1, below, outlines the possible benefits of the full PTSN.

Table 4-1 Benefits of an improved public transport service

Present	Future
Monitoring of public transport service quality if limited.	Service quality is closely monitored ensuring that passengers well-served.
Passengers must pay a single fare for each trip.	Passengers save through transfer and bulk ticket purchases.
Geographic service coverage is limited and demand-driven.	A full network of services is provided, providing accessibility to a larger proportion of the population.
Vehicle quality is variable.	Vehicle quality is standardized and vehicles are well-maintained, providing a comfortable and safe passenger experience.
Services primarily provided during peak hours, off-peak services are limited, with long waiting times.	Services provided throughout the day and set intervals.
Limited public transport options for the choice market, which fuels dependence on the private vehicle and contributes to the issue of congestion.	The choice market has access to a good quality public transport alternative.
No formal customer service facility.	Comprehensive user information for existing and new users and mechanism for registering enquiries and complaints.

Direct costs

A public transport service run by the Stellenbosch Municipality is going to be more expensive than the current services operated by the minibus taxi industry. The primary reasons for this are:

1. A scheduled service will be provided with significantly more coverage and reliability than the current informal services (16-18 hours a day, 7 days a week, within 400m walking distance to most urban residents).
2. IPTN Vehicles will be upgraded and strict service and maintenance schedules will need to be followed.
3. Employment legislation (Labour Relations Act, Basic Conditions of Employment Act, Health and Safety Act) must be adhered to.
4. Public safety will be a priority, with systems implemented to reduce accidents and personal security incidents.

5. Fares are to be based on affordability to users and not cost recovery or profit generation. Given the high levels of poverty (upwards of 20% of households in the Municipality have no income), it is expected that fares may therefore be lower than the current fares.

The costs associated with the full PTSN have not been provided. Available cost estimates are limited to the proposed pilot service. Across South Africa, the cost of providing public transport services has been underestimated, while fare revenues have been overestimated. Therefore, the outcomes and recommendations contained in the Initial Operational and Business Plan should approached with caution.

Implementation costs (which exclude direct operating costs) for the pilot system have been estimated at R180m over the first 4 years. The cost of infrastructure makes up the greatest share of these costs and includes items such as road upgrading and the development of a central terminal (Bergzicht), a temporary depot and stops and shelters.

The Initial Operational and Business Plan (currently under review) proposes a pilot service based on the following.

- IPTN Vehicles running at capacity (216 passengers per hour) for 16hrs per day, 365 days per year
- Fares of R8 and R10 per trip for travel within the same zone

Operating cost for similar services is estimated at about R37 per km (32% higher than proposed in the Plan). This suggests that the actual cost of operations may be to R32m per annum, with a potential shortfall of between R11m – R17m.

The costs for the full service have not been estimated. However, assuming that direct operating costs are between R120m and R180m per annum for the full network, the estimated shortfall for the full service is likely to be between R40m – R90m.

The possibility of obtaining grant or subsidy funding from National or Provincial Government must be investigated. Initial capital investments, and indirect operating costs could be covered by subsidy/grant funding such as:

- Public Transport Network Grant (PTNG)
- Public Transport Operations Grants (PTOG)

Currently 13 cities receive funding through the PTNG, the PTNG provides no contribution toward direct operating costs and only a partial contribution toward indirect operating costs. Grant funding may cover up to 70% of indirect operating costs for the first 2 years after the municipal financial year in which operations commence, and up to 50% of these costs in subsequent years. there are however no plans to extend the grant to additional municipalities.

The Municipality will endeavour to apply for funding, however the receipts of grants funding cannot be guaranteed and the Municipality will mostly likely be required to source funding from elsewhere, or use own funding.

The Municipality cannot afford the implementation and operating costs described above, and as part of the review of the Public Transport Service, measures to reduce both capital and operational cost will be investigated.

With current estimates, the establishment costs for the pilot represent approximately 33% of the Municipality's annual capital budget or 8.13% if these costs are divided equally over 4 years. This represents a significant financial burden on the Municipality which cannot be absorbed without significant budget reallocation or additional revenue generation.

The financial impact of the estimated operating shortfall for the pilot (between R8.5 – R17m) and the full network (between R40m and R90m) is outlined in Table 4-2 below.

Table 4-2 Implications of an operating shortfall

Service	Operating shortfall (direct OPEX only)	Approximate percentage of Municipal operating budget
Pilot	R11m – 17m	0,6% - 1,2%
Full Network	R40m - 90m	2,9% - 6.5%

This does not include indirect operating costs, which would be additional to this.

Indirect costs

Indirect costs associated with the provision of a bus service include the cost of planning and management, the cost of support from other municipal departments (finance, safety and security, cleansing), station/terminal management, infrastructure maintenance, insurance, the ongoing cost of ITS and AFC systems, industry transition costs (company formation, training, compensation) and additional safety and security costs (security guards). Some of these costs are included in the total implementation costs described in the previous section, however others have not been costed.

The management of public transport (even using an outsourced model) requires substantial internal capacity to oversee the service, with an associated cost. Based on experiences elsewhere in South Africa, there are also likely to be substantial consulting services costs during the initial years of planning, establishment and operations until sufficient capacity has been developed internally.

4.1.2 Environment

Public transport services have the potential to reduce or mitigate the impact of the transport system on the environment. Well-designed public transport can transport more people, using less fuel, producing fewer emissions (including greenhouse gas emissions) and air pollutants and taking up less space than private vehicles. In light of the above, the overall impact on the environment is expected to be positive – other than the short-term impact of noise pollution etc. caused by infrastructure upgrades.

4.1.3 Human Health, Wellbeing and Safety

The impact on human health, wellbeing and safety is expected to be positive, since the PTSN places particular emphasis on the improvement of safety and security.

Access to social services, such as schools, clinics, hospitals, police stations, municipal offices and other such facilities will also be readily available through scheduled services operation for 16-hours per day at an affordable charge.

The environmental benefits of cleaner, serviced buses supplementing the existing minibus taxi fleet and reducing the need for cars will also benefit human health and wellbeing through a reduction in air pollution.

A scheduled service, operated by formally trained drivers and carefully monitored by the Municipality, is also expected to reduce the number of accidents compared the existing system.

4.2 Stellenbosch Municipality's capacity and potential future capacity to furnish the necessary skills, expertise and resources

In order to run the envisaged public transport service internally, the Stellenbosch Municipality would need to develop sufficient organisational capacity to perform the necessary functions.

4.2.1 Understanding the functions required

There are a range of strategic and operational functions that need to be fulfilled in order for a public transport system to run effectively and efficiently. These functions are described below.

- ***Operational planning:*** this includes the technical design of the service (demand assessment, route design, vehicle selection, scheduling) and ongoing service refinement.

- ***Operations:*** The provision of the actual public transport service by vehicles on set routes according to a schedule. This includes operations management,

service monitoring, driver vehicle operations and incident response (e.g. vehicle breakdown).

- ***Fleet Management:*** The specialised management of the vehicle fleet required to provide the public transport service, including procurement, maintenance and servicing, refueling, cleaning, insurance, accident administration, licensing and financial asset management

- ***Marketing and Communications:*** is focused on publicising the public transport service to the community to encourage service patronage, communicate service changes or updates and to distribute passenger information in a usable format.

- ***Contract management:*** All functions that are outsourced to external service providers will be contracted and these contracts need to be managed. Service providers need to be paid timeously as well as monitored in order to ensure that they are meeting their contractual obligations.

- ***Fare management:*** is the sale of tickets and the collection of fares from the commuters. This function also ensures that commuters have paid the correct fare for the passage that they are undertaking. The national department of transport (DoT) has issued guidelines that require fare management systems to be Euro/Mastercard/Visa (EMV) compliant. An EMV compliant system requires smart card fare media, a card distribution network and an electronic payment system that enables commuters to both purchase fares and register trips when they use the service. This will require electronic validation machines that can register when a commuter gets on and off a vehicle

- ***Financial management:*** Managing the various financial elements of the system including revenues (fare revenue, any grants or subsidy contributions from national or provincial government, municipal contribution, other system revenue) and costs (operating and capital costs). Asset management functionality is also required for the vehicle fleet.

- ***Infrastructure:*** is the development and management of the physical infrastructure needed to make the system work efficiently. This infrastructure includes, but is not limited to bus depots, bus stations, bus shelters/stops, lighting, ticket sales facilities, IT and fare collection infrastructure.

- ***Intelligent transport systems (ITS):*** relates to the monitoring of the public transport system to ensure services are operating optimally. This function requires a comprehensive information technology framework that connects on-board electronic monitoring devices to a central server.

The primary responsibility of the ITS system is to monitor whether or not buses are present at the location and time prescribed. The system should automatically generate exception reports that can then be sent to the operations manager to take the appropriate remedial action.

ITS systems can have additional layers of complexity that can provide for the live-monitoring of operator services. With the appropriate manpower the ITS system can be used to track, monitor and communicate with vehicles and liaise with traffic control and safety and security officials.

The ITS system can also provide passengers with real-time information regarding routes and scheduling, as well as providing the infrastructure through which the security of commuters can be monitored via CCTV and emergency phone networks.

- ***Inspection and verification:*** This function involves the physical monitoring of operator services. Teams of inspectors are tasked with checking the buses for punctuality, cleanliness and safety. They can also monitor the fare payment system by verifying that commuters travelling on the PTS have paid the correct fare for their trip.

- ***Safety and security co-ordination:*** ensures the safety of the commuters using the public transport system. This function includes the co-ordination of the SAPS and other private security service providers.

4.2.2 Capacity Requirements

It is estimated that the Municipality would need to employ between 200 and 400 people to run the full network of services proposed in the PTSN (assuming a full replacement model). Main job categories include service managers, bus drivers, fleet management and maintenance staff, ticket sellers/cashiers, security personnel, inspectors, cleaners (of buses and facilities), financial staff, infrastructure specialists, administrative staff and IT staff (primarily to maintain the Intelligent Transport Systems and the Fare Management Systems).

The Roads, Transport and Stormwater division has many vacant and unfunded positions within the structure. Currently filled positions are a Senior Manager with approx. 110 staff across three departments:

- The Roads and Stormwater department (Roads, Bridges Stormwater) has a Manger, 2 Technical Staff and 86 operation staff.

- Traffic Engineering department (Road Markings, Roads Signs, Traffic Signals ect) has a Manger, 1 Technical Staff and approximately 14 operational staff

- Transport Planning and Public Transport department has a Manger (2 technical staff positions are currently vacant).

Establishing and running the proposed public transport service internally will, therefore, increase the Stellenbosch Municipal staffing structure by between 19% and 38% (based on filled posts). If it was to be added to the responsibilities of the Transport, Roads and Stormwater division (where it is commonly housed), then it would increase the staff complement of that division by between 200% - 400%. This would likely require the establishment of a dedicated Transport Department, as is the case in large municipalities, like the City of Cape Town.

For the pilot, 29 drivers will be required to operate the service. In addition, a range of additional staff will be required to fulfil the functions described in Section 4.2.1. For the pilot it is estimated that at least 50 staff would be required, including the 29 drivers.

The Municipality does not have the capacity to increase its staff complement by the extent required in the short term. It may, in the long term, be able to develop the capacity by recruiting from the existing industry and instituting training programmes to develop the required skills over time. However this would also require an increase in the overall management capacity of the Municipality – not just for the Engineering Services Department, but also other Departments, since there would be additional burdens placed on Departments such as Financial Services, Community Safety, Corporate Services and the Municipal Manager's Office.

4.3 Extent that re-organisation could be utilised

Section 78(1)(a)(iii) states that a municipality "must first assess the extent to which the re-organisation of its administration and the development of the human resource capacity within that administration as provided for in sections 51 and 68, respectively, could be utilised to provide a service through an internal mechanism mentioned in section 76(a)"

Section 51(g)(i) states that "a municipality must within its administrative and financial capacity establish and organise its administration in a manner that would enable the municipality to perform its functions through operationally effective and appropriate administrative units and mechanisms, including departments and other functional or business units."

Section 68(1) states that "a municipality must develop its human resource capacity to a level that enables it to perform its functions and exercise its powers in an economical, effective, efficient and accountable way..."

The analysis under section 4.2 above indicates the extent of the organisational resources required to run a public transport service as envisaged by the PTSN. It is clear that, in the near term, Stellenbosch Municipality does not have the capacity to

take on these functions through a re-organisation of its existing staff and structures. The Directors of Departments that may potentially be responsible for such a service, Engineering Services and Community Safety, have also both indicated that they do not have the capacity to initiate such a service.

4.4 Likely impact on development, job creation and employment patterns in the municipality

The initiation of the public transport service will create at least 50 jobs within the Municipality during the pilot phase and up to 400 new jobs once the full network is operational. However, at significant portion of these jobs will be at the expense of existing jobs within the private sector (for example minibus taxi drivers) who are likely to be employed by the Municipality.

The overall impact of a public transport service is expected to have significant benefits for broader development, as discussed in the cost benefit analysis above, by facilitating continued economic growth and job creation through the establishment of an efficient transport system. Employment patterns may also change as the comprehensive and affordable service makes it easier for people to look for work and commute to places that were previously not affordable or easily accessed by existing means.

4.5 Trends in the sustainable provision of municipal services

Section 78(1) (b) states that a municipality "may take into account any developing trends in the sustainable provision of municipal services generally."

Since the publication of the national Public Transport Strategy in 2007 and the establishment of a system of grants for public transport improvement in 13 municipalities there has been significant activity in the sector. Services are now in operation in Johannesburg, Tshwane, Cape Town and George, and at various stages of the planning and establishment process in the other municipalities.

One of the key challenges which has emerged during this period is that of financial sustainability. Across the board, the services which have been rolled out have proven to be more costly than originally expected, while system revenue has been lower than forecast. While efforts are being made to establish additional sources of funding for public transport improvement (additional contributions from National Government, fuel levy, local revenue retention), the cost the current public transport model to government is increasingly being viewed as unsustainable.

In light of the above, cities at the forefront of public transport improvement are exploring alternative models. The City of Cape Town, for example, is exploring a hybrid model as a way of reducing costs. This includes formalised trunk operations, fed by existing minibus taxi operators.

In George, the Western Cape Government's Department of Transport and Public Works has played a seminal role in driving the establishment of the George Integrated Public Transport Network. While National Government is making a contribution through the PTNG allocation to the Municipality, there is a substantial shortfall which is not covered by the Grant and which is fully covered by the DTPW. Given the cost of this exercise, the Department is unwilling to replicate the George-model in future municipalities and has developed a Provincial Sustainable Transport Programme to plan and implement a different approach to public transport improvement in partnership with priority local municipalities. The PSTP will support alternative approaches to public transport improvement which are lower in cost, recognise the complexity of industry transition. The Incremental Approach is core to the Programme and includes an initial focus on getting public transport basics right, while progressively moving toward improved public transport services over time. It is a fundamentally different approach to the model pursued in George and that proposed in the Initial Operational and Business Plan for the PTSN.

With regards to the specific focus of this assessment, Cape Town, Johannesburg, George, Pretoria, Polokwane and eThekwini have all considered external options for the provision of services. The typical approach has been to allow bus operations to be run by the private sector (usually a company or companies representing consortia of existing bus and minibus taxi owners and operators). The contracts governing the bus operations are usually managed by the Municipality via a transport department. The relevant department is also expected to manage contracts governing fare management, station management, infrastructure design and development, fleet management, inspection and bus monitoring (intelligent transport systems) and marketing and communications rather than providing these services internally.

5. Conclusions

5.1 Aspects Reviewed

The above report has provided an overview of the extent of the public transport service envisaged by the PTSN, considered the process that the Municipality must follow in terms of section 78(1) of the MSA, and then reviewed each issue listed by section 78(1). These include the costs and benefits of providing the service, the Municipality's capacity to provide the service, and international and local trends with respect to public transport service provision.

5.2 Conclusions

The conclusions reached from interviewing key municipal officials and considering each of the aspects required by s78 (1) are that the Municipality does not currently have the financial resources or organisational capacity to internally provide a public transport service. The major factors counting against it are the increased budget required to cover the establishment and recurring costs of the service, the significant increase in staffing that would be required and a national shift in the approach to public transport improvement.

Irrespective of the mechanism selected to deliver a public transport service (internal vs. external), the Municipality should consider pursuing an alternative approach to public transport improvement based on the experiences of George, Cape Town and elsewhere.

6. Recommendations

Based on the conclusions reached above, it is recommended that:

1. The Municipality consider an external mechanism for the provision of public transport services in Stellenbosch. This consideration should be conducted in terms of section 78(3) of the Municipal Systems Amendment Act (No 44 of 2003).

2. That the Municipality pursue an alternative approach to public transport improvement based on the principles of the Provincial Sustainable Transport Programme.

3. That the Municipality seek a partnership with the Western Cape Government's Department of Transport and Public Works for support in implementing incremental improvements to public transport and the broader transport system, in line with the principles of the Provincial Sustainable Transport Programme.

7.6.2	**LEASING OF EIKESTAD PARKING AREA, CONSIDERATION OF COMMENTS RECEIVED**

Collaborator No: **746262**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: LEASING OF EIKESTAD PARKING AREA, CONSIDERATION OF COMMENTS RECEIVED

2. PURPOSE

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

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The Municipality reviewed parking management models previously implemented, and also reviewed proposals received for the management of parking areas by adjacent landowners. The Municipality subsequently approved in-principal, the short-term lease and management of Eikestad Parking Area by Eikestad Mall until the Public Private Partnership (PPP), currently underway, is finalized.

The Municipality published its intention to lease and outsource the management of the parking area on 26 July 2022, on the Municipal Website, and on 28 July 2022 in the Eikestad News.

Comments were received form 2 organisations namely, the Economic Freedom Fighters (EFF) and Stellenbosch Interest Group (SIG). Meetings were held with both groups to address concerns and to provide clarity.

Although organisations both were not opposed to the proposed leasing, it was requested that the concerns be taken into account in processes that follow.

5. RECOMMENDATIONS

(a) that Council takes note that a public participation process was followed;

(b) that Council considers the comments received;

(c) that Council approves the leasing and management of the Eikestad Parking Area, on a short-term basis with the option of an annual renewal until the PPP process is finalised; and

(d) that the Municipal Manager be authorised to negotiate and conclude the lease agreement, taking into account inputs from public participation process.

6. DISCUSSION / CONTENTS

6.1 Background

The Municipality had previously commenced formulating its parking strategy and tabled several Council items that detailed the Municipality's approach to implementing it's parking

strategy. The Municipality also embarked on various models for management of parking areas however on review these were deemed not sustainable nor cost effective.

To continue with efforts to improve on parking management, the Municipality reviewed requests received from adjacent retailers e.g. owners of Eikestad Mall to manage parking areas. These requests were assessed in terms of the Municipality's Parking Strategy and were found to be in alignment with the strategy.

On 23 February 2022, Council reviewed, rescinded and amended a previous decision relating to the management of single level parking areas, so that single level parking areas can be managed through an external service delivery mechanism. Council also approved in principle that the Eikestad parking area be leased on a short-term basis and managed by Eikestad Mall until the PPP process (currently underway) is finalized.

The Municipality subsequently published its intention to lease the area (Annexure A), and outsource the management of the parking area, on 26 July 2022 (Municipal Website) and on 28 July 2022 (Eikestad News). Comments had to be submitted before 19 August 2022.

6.2 Discussion

Comments were received from two organisations namely the Economic Freedom Fighters (EFF) and the Stellenbosch Interest Group (SIG).

The EFF provided comments during the public participation process (Annexure B) and a meeting was held on 22 September 2022 to address concerns and provide clarity.

The EFF raised concerns regarding private sector profiteering and stated that the private sector should not be allowed to make a profit through the leasing and management of the parking area. A model was also proposed that would promote job creation for parking management.

Background information was provided on the previous initiatives undertaken by the Municipality, and it was mentioned that it is not sustainable nor cost effective for a municipality to manage the parking area at this stage.
The EFF proposed that where parking management cannot create jobs, income from parking should be set aside for job creation. The EFF also proposed that the lease agreement be set up in a manner that will not allow for profiteering by the private sector.

The Stellenbosch Interest Group (SIG) provided comments during the public participation process (Annexure C) and a meeting was held on 13 October 2022 to address concerns and provide clarity.

Stellenbosch Interest Group (SIG) was also not opposed to the proposal but raised the following as concerns:

- Proposal is inherently flawed as it implies that all parking in (Central Business District) CBD can be management by shop owners.
- The Municipality not being able to manage parking relates to an inability to perform its function.
- Fairness in terms of Supply Chain Processes.
- Roll out of the plan, the allocation of long and short-term bays and the number of bays to be allocated to Eikestad Mall.

Stellenbosch Interest Group (SIG) also stated that privatization of parking was not correct without a competitive process, and that Eikestad Mall would get a foot in the door, which would be a conflict of interest during the Public Private Partnership (PPP) process.

Background information was provided on the Municipality's experiences regarding parking management and confirmation was provided that the lease of the parking area is an interim measure. The Municipality would still manage other parking areas as well as on-street parking areas.

It was mentioned that the lease agreement will conform to municipal processes, and that the allocation of bays will be as per the Municipality's requirements. It was also mentioned that the interim leasing of the parking area and Public Private Partnership (PPP) are separate interventions, the PPP follows strict prescribed processes that ensures fairness and transparency.

6.3 Financial Implications

The Municipality will receive income from the lease of the parking area, that will be comparable to income received through the internal management of the parking bays. It should be noted that, through the lease of the parking area, an improved level of service will be provided to residents and users of the parking area.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation. Requirements of Asset Transfer Regulations were addressed in the public notice that was published.

6.5 Staff Implications

Existing Municipal staff could be assigned to

6.6 Previous / Relevant Council Resolutions:

35th Council Meeting 2020-02-26: ITEM 13.3

RESOLVED

(a) that this report be noted;

(b) that Council accepts that all the requirements of Section 78(3) (Annexure A) in terms of investigating the feasibility of the provision of sufficient parking, has been complied with;

(c) that Council accepts that parking forms an integral part of the total Mobility concept within Greater Stellenbosch Area and relates to other major parts such as: Traffic Flow, Public Transport (PT), Non-Motorised Transport (NMT), Transit Oriented Development (TOD), and Movement of Disabled Persons (normally seen as a primary part of NMT);

(d) that Council notes that in order to alleviate the parking process as a whole, matters such as PT, NMT, TOD must also be addressed in synchronisation, as this will directly affect the quantity and positioning of parking;

(e) that Council, in terms of the Municipal Systems Act (MSA), Act 32 of 2000, as amended, Section 78(4), accepts that the method of providing parking generally be considered as follows:

(i) Provision of open one level parking space needs, be performed on an internal mechanism;

(ii) Provision of multi storied parking space needs, be performed on an external mechanism.

(f) that Council approves the provision of parking as a first phase as mentioned hereunder, which must be in line with future mobility developments, as the final mobility status can by nature not be resolved at this time;

(g) that Council proceed with the initial provision and upgrade of parking spaces as follows:

(i) that the legislative process be commenced with to provide multiple level parking, and management thereof, utilising an External Mechanism of parking in the following areas:

(1) Eikestad Mall Parking area bounded by Andringa -, Victoria, and Ryneveld Streets. Portion of erf 1692, erven, 1969, 1972, 1973, 1974, 1975, 1976, 6402 and 6636; and

(2) Techno Park area, considering the area bounded by Tegno Road, Termo Avenue and Proton Road. Portion of erf 13171

(ii) that the following areas, as a first phase, be upgraded and/or developed as a single layer open space parking area, utilising an internal service delivery mechanism:

(1) Dennesig Existing Parking Area, entrance in Hoffman Road, Part of

Erf 235;

(2) Municipal Court Existing Parking Area, entrance from Papegaai Road,

Erf 528;

(3) Aandklas Existing Parking Area, entrance from Du Toit Road Part of

Erf 235;

(4) New Parking Area Bounded by Borcherd Road and Andringa Street to be considered as an extension of the public parking on erf 2529;

(5) New Parking Area Bounded by Jan Cilliers Road, Ds Botha Road and Muller Road to be considered as new parking area. Part of Erf 175/0; and

(6) Parking area to be upgraded at the old tennis courts, Franschhoek, Erf 1538.

(h) that Council proceeds with the setting up of a Service Delivery Agreements for the provision of Bulk Parking, as required by Section 80(1) & (2), of the MSA and in particular section 80(1)(b) (which prescribes an SDA with a Private Company) for the areas mentioned under 4.7.1;

(i) that the Service Delivery Agreement be approved by Council as a draft SDA prior to Community Participation takes place; and

(j) that the matter of providing a synchronised total mobility network be urgently pursued with all the role-players participating in the mobility arena which includes Public Transport, Non-Motorised Transport, Transit Oriented Development, Parking and Universal Access.

Special Council Meeting 2022-02-23: ITEM 8.11.2

RESOLVED (nem con)

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

(b) that it is noted that a MSA section 78 (3) investigation was done to which Council took a Section 78 (4) decision on 26 February 2020;

(c) that Council now review, rescind and replace 4.5 of the 26 February 2020 decision to read as follows:

"4.5 that Council, in terms of the MSA Act 32 of 2000 as amended, section 78 (4),accepts that the method of providing parking generally be considered as follows:

A provision of open one level off-street parking space needs, be performed on an external service delivery Mechanism except where the internal mechanism is clearly more viable and effective; "

(d) that the two requests of the management of the following parking spaces:

a Checkers Complex Parking,

b Stelmark Centre Parking,

be approved in principle as interim pilot projects for a period of not more than three years.

(e) Council confirm that Eikestad multi-level parking will be done through a Public-Private Partnership as envisage in the Section 78 (3) report,

(f) that given the project life cycle for PPP process, the parking be leased out on a short-term basis until the PPP process is finalised.

(g) that the intention to outsource the management of these areas on an interim basis be advertised for public comment; and

(h) that after the public participation process the comments be considered by Council before a final decision is taken.

6.7 Risk Implications

The risks are addressed through the content of the item**.**

6.8 Comments from Senior Management:

6.8.1 Director: Infrastructure Services

Author of the report

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

Supports the item.

6.8.3 Director: Community and Protection Services

I have perused the document and based on my submission to manage parking within Stellenbosch and Franschhoek, my recommendation will be to install 2 booms with a pay station, ticket dispensers on entry and exit linked to the control room, it will be financially beneficial to the municipality. If this is accepted, we could possible look at employing 4 EPWP security officers (2 per shift) to do patrols in the parking area and make it safer as the income will cover the stipend(CK).

Traffic Services did receive the draft of leasing of Eikestad Parking area and fully support the draft. In terms of Security and safety of the premises the Company responsible for leasing should be required as well to improve the safety of the area by installing CCTV cameras that may be monitored and managed by Municipality Law Enforcement Section (AR)

6.8.4 Director: Corporate Services

As Council clearly intends to only have the parking area managed on short term basis as indicated in the decision of 23 February 2022 the term must be define in recommendation C.

Clarity must be gained as to the amount of parking bays that will be allocated for public parking and the amount used by the Municipality behind main building and the Town Hall and access for municipal staff not having to use the booms.

6.8.6 Chief Financial Officer:

Supports the item.

6.8.7 *Municipal Manager:*

Supports the item.

ANNEXURE A: NOTICE FOR PUBLIC COMMENT
ANNEXURE B: COMMENT RECEIVED ECONOMIC FREEDOM FIGHTERS
ANNEXURE C: COMMENT RECEIVED STELLENBOSCH INTEREST GROUP

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	***09 November 2022***

ANNEXURE A

STELLENBOSCH MUNICIPALITY
STELLENBOSCH·PNIEL·FRANSCHHOEK

MUNISIPALITEIT ·UMASIPALA ·MUNICIPALITY

☏021-808 8222 Roads, Transport and Stormwater

MUNICIPAL NOTICE No. 96/2022

NOTICE FOR PUBLIC COMMENT SHORT-TERM LEASE OF EIKESTAD PARKING AREA STELLENBOSCH CENTRAL BUSINESS DISTRICT

1. PURPOSE

The purpose of this notice is to provide information to the public and request input during the public participation process for the short-term lease and management of Eikestad Parking Area.

2. BACKGROUND

Council had previously launched and completed a Municipal Systems Act, Section 78 process to determine the most appropriate method of providing a parking service as required by The Constitution (Schedule 5B, matters referred to Local Government). The Eikestad parking area is earmarked for development through a Public Private Partnership (PPP), which had commenced with the above-mentioned Section 78 Process. Although good progress has been made to date, such as the compilation of a Draft Feasibility Report and Council approvals to proceed etc., Circular 37 from National Treasury (read in conjunction with the PPP Regulations, 309 of 2005) outlines the project life cycle which the Municipality must follow. It is expected that this process may take more than 36 months.

At a Special Council meeting held on the 23 February 2022, Council reviewed, rescinded, and amended a previous decision relating to the management of single level parking area, so that these can be managed through an external service delivery mechanism. Council also approved in principal that, given the project life cycle for PPP process, the parking at Eikestad Mall may be leased out on a short-term bases until the PPP process is finalized.

2. DISCUSSION

Reasons for proposal to granting of rights to use, control or manage the relevant capital asset

The Municipality has implemented various internal mechanisms for the provision of parking, however on review, these were found to be less favourable and not sustainable. Request were received from retail outlets / owners including the Eikestad Mall to manage parking areas, situated adjacent to these retail

outlets. These requests were assessed in terms of the Municipality's Parking Strategy and were found to be in alignment with strategy.

The Municipality intends to improve on the provision of parking and a look at an alternative approach to those previously embarked upon is required. As part of the Municipality's parking strategy the municipality has identified areas where short-term parking, long-term parking and staff parking would be required. The short-term parking requirements aligns favourably with parking areas adjacent to retail outlets. Parking areas adjacent to retail outlets are more suited to being managed by retail outlets, for the following reasons:

- Parking areas adjacent to retail areas are extensively utilized by shoppers, shopping at the retail outlets.
- Retail outlets can attract shoppers (short term parking) by providing incentives or discounts.
- Retail outlets are better able to provide the required equipment / software and manage the logistics associated with parking management.

Expected benefits to the municipality that may result from the granting of the right.

The limited staff resources within the Municipality would be more effectively utilized and more resources could be assigned to service delivery. Where retail outlets attract shoppers by providing incentives or discounts economic development within the Central Business District can be promoted. The current short-term contracts of staff that manage these areas, that is not economically sustainable for the Municipality can then be ended.

Expected proceeds to be received by the Municipality form the granting of the right

The demand for parking is high, however this demand does fluctuate through the year, rental income can be set at an amount higher than the average rate of return for investment.

Expected gain or loss that will be realised or incurred by the municipality arising from the granting of the right.

Complaints had previously been received relating to the processing of payments. The retail outlets will be responsible to appoint the staff and put infrastructure in place for access control purposes, addressing these complaints and saving the municipality these costs.

3.3 Location and context

The parking area is located in the Stellenbosch Central Business District area and is accessed from Victoria Street and Ryneveld Street.

3.4 Public Comment invited:

The public are herewith invited to provide input/comment/alternative proposals to the municipality on

the proposal to enter into a lease agreement with Eikestad Mall Management for the management Eikestad Parking Area on a short-term basis with the option of an annual renewal until the PPP process is finalised.

3.5 Addressing of Comments

Any proposals or comments may be forwarded to: johan.fullard@stellenbosch.gov.za.

or

At the office 71 Plein Street, Ecclesia Building Second Floor.

Comment must be submitted on or before 19 August 2022. Any person who are unable to read and write or have any sight disability will be assisted by an official at the office to provide comments should they not be able to provide comments on their own accord.

ANNEXURE B

Johan Fullard

From: Reggie Snyders <speceline@gmail.com>
Sent: Thursday, 28 July 2022 12:56
To: Johan Fullard
Subject: [EX] Short term lease of Eikestad Parking Area: Stellenbosch Central Business District.

Dear Sir/Ms,

Your advertisement in the "Eikestad Nuus" dated 28 July - 3 August 2022 refers.

Municipalities in South Africa must be involve in the creation of jobs to ensure stable environments.

The private sector concentrates on profit making and with you envisaging to privatise parking in Stellenbosch, will have a detrimental effect on the massive unemployment currently experienced.

The following suggestion will not only lead to self-employment, but will also address car break-ins within the CBD and can effect the discontinuing of expensive CCTV camera monitoring in the Eikestad Mall area:

This suggestion is based on an 8 or 14 hour day depending on what Council decides. Allocate 20 - 30 parking bays to the current parking guards who are currently paid by the Municipality. The parking guards must be responsible for the safety of vehicles, painting of bays and further responsibilities as Council decides.

For instance if the cost of parking is R5.00 per 15 minutes, t
his will boil down to R160.00 for an 8 hour day and R280.00 for a 14 hour day. On a weekly basis the parking attendant will have an average income of R800.00 per week and R1400.00 respectively.

This approach will leave the Municipality with absolute no costs and the only management issue will be to do checking and controlling of the bays and the parking attendants. Important is to make the parking bay attendants part of the decision.

The general perception of the public is that the Municipality is responsible for parking availability and that they, businesses included, are already paying Municipalities to render such services through taxes.

Hope that this submission will find your favourable consideration.

Regards,
Reggie Snyders.
EFF Provincial Deputy Secretary.
0710724288.

ANNEXURE C

Belangegroep Stellenbosch Interest Group

19 August 2022

Johan Fullard
Stellenbosch Municipality
johan.fullard@stellenbosch.gov.za

Dear Mr Fullard

PROPOSED SHORT-TERM LEASE OF EIKESTAD PARKING AREA STELLENBOSCH CENTRAL BUSINESS DISTRICT (MUNICIPAL NOTICE No. 96/2022)

The Stellenbosch Interest Group is not per se opposed to the privatisation/semi-privatisation of public space, property and services, but the proposal for short-term lease of Eikestad parking area is conceptually flawed and warrants more detail.

It is argued that "Parking areas adjacent to retail outlets are more suited to being managed by retail outlets". However, this particular parking area does
not only cater to the needs of the Eikestad Mall. Due to its centrality it is used as parking area for visitors to the municipality, university, shops and restaurants elsewhere in the CBD (outside the Eikestad Mall). The statement above inherently implies `that all the street parking in the CBD can potentially also be managed by the shop owners abutting the parking bays which raises a serious concern regarding the overall parking management strategy of the municipali

It is difficult to understand why the municipality can't continue providing the service until the new parking area will be developed. By saying there is a lack of staff resources and that there were complaints previously received relating to the processing of payments (no detail is provided however) actually points to a systemic competency weakness at the municipality, not being able to perform basic services and tasks.

How will the proposed plan be introduced? Essentially it implies that Eikestad Mall will be managing the parking (as per the notice) which raises concerns of fairness in terms of the procurement process - monopoly by virtue of location? How many bays will be short-term bays, how many longer-term? If the Eikestad Mall decides to allocate a large portion of the bays to staff working in the mall then it will reduce the general public's parking.

Kind regards



Patricia Botha (Chairperson)

7.6.3	**LEASING A PORTION OF THE BERGZICHT TAXI RANK UPGRADE FOR THE DEVELOPMENT OF AN ELECTRIC MINIBUS TAXI (E-MBT'S) CHARGING FACILITIES**

Collaborator No: **746239**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: LEASING A PORTION OF THE BERGZICHT TAXI RANK UPGRADE FOR THE DEVELOPMENT OF AN ELECTRIC MINIBUS TAXI (E-MBT'S) CHARGING FACILITIES

2. PURPOSE

Is to inform the Executive Mayor in consultation with the Executive Mayoral Committee about an application of FLX EV to lease a portion of the Bergzicht Taxi Rank with the purpose to create a facility where electric taxis can be charged.

3. DELEGATED AUTHORITY

Executive Mayor in consultation with the Mayoral committee if the lease if valued less than R5 million and for a period of less than 10 years.

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality sought to create places that are attractive and have a distinct identity by fusing the various threads of environmental responsibility, social equity, and economic viability together. With this goal in mind, the Municipality adopted a design of the proposed upgrade of the Bergzicht taxi rank to create a facility that is more environmentally friendly, can be fully sustainable, and uses photovoltaics to generate its own energy to run the facility and feed any excess energy back into the grid.

FLX EV approached the municipality and expressed interest in establishing an E-charging facility for electric minibuses. The design at the Taxi rank already made provision for a space that could be utilize in the future as a charging facility.

Flex EV is a private startup company with support from the Industrial Development Corporation (IDC) and funding from uYilo kick start projects to develop South Africa's first e-MBT public transport interchange. The company will implement all related charging equipment associated with the system with its own capital funds and does not need any funding for the necessary equipment.

The goal is to use electric minibus taxis to decarbonize the minibus taxi industry. For these vehicles to have a sufficient daily range, public charging stations are required. After conducting a thorough investigation into the operations of the 65-minibus taxi (MBT's) that currently uses the taxi rank, it has been found that the taxi rank is the best location for these facilities.

Detailed plans have been developed for the installation of electric minibus taxis (e-MBT) charging stations at the taxi rank using a data-driven methodology. These facilities, which incorporate cutting-edge technologies to effectively address potential electrical grid supply issues, are built to support the daily charging of 60–80 e-MBTs. The facility's main energy supply will be solar-generated energy, with grid-tied electricity as a backup option. The facility will have its own solar power system and will aim to use the extensive solar power generation network of the Stellenbosch municipality on a prepaid basis in order to ensure a sustainable and efficient power supply.

Due to its emphasis on innovation and transformation, Stellenbosch Municipality is the preferred location for the first charging facility. The MBT charging station is slated to become the first public electric minibus taxi charging station in the entire world and is a significant step in the direction of lowering the environmental impact of African paratransit systems.

The Municipality will derive income from the electricity usage by the charging facility and also from the leasing of Bergzicht taxi rank. Clarification needs to be reached as to which of the Infrastructure will be retained by the Municipality at the end of the lease period. FLX EV will be responsible for their own security and surveillance to monitor and manage the e-charging facility.

5. RECOMMENDATIONS

(a) that The Executive Mayor, in consultation with the Mayoral Committee, notes the application of FLX EV to lease a portion of the Bergzicht Taxi rank on a private treaty basis (**ANNEXURE A**);

(b) that Council identify the portion of Bergzicht Taxi rank identified (950 square meters) as land not needed to provide the minimum level of basic municipal services;

(c) that Should Council resolve to lease the area to FLX EV in principle, the intention to lease the portion be advertised for public input/comments/alternative proposals;

(d) that the lease term be considered taking into consideration the capital investment that FLX EV intends to make;

(e) that the Municipal Manager be mandated to negotiate a market related rental with FLX EV taking into account the capital advantage for the municipality; and

(f) that the item be returned to the Executive Mayor in consultation with the Executive Mayoral Committee after the public participation process to consider the inputs before a final decision is taken.

6. DISCUSSION / CONTENTS

6.1 Background

When the Comprehensive Integrated Transport Plan was approved in 2016, the Bergzicht taxi rank was already operating beyond its capacity, and work to upgrade it began. After the theatre, which was also on the property, was destroyed, vagrants occupied it illegally, which caused the municipality a lot of problems. Since these illegal occupants were relocated and the dilapidated building were demolished the area was cleaned and is in the best interest of the municipality to utilise the space more effectively. The need for strategic intervention was required and smart technology to create a more environmentally friendly facility and will additionally, lessen the risk to the municipality from illegal occupants settling on the open space.

6.2 Discussion

Electric Vehicles (EVs) are the future of road-based transport in South Africa. The minibus taxi sector accounts for approximately 80% of public transport trips and emits significant amounts of harmful emissions into the atmosphere every year. FLX EV has sources an affordable and viable e-MBT that can be implemented in the South African minibus taxi

industry, and consequently, save operators and commuters significant costs, while also reducing air pollution.

The installation of e-MBT's requires charging stations to be placed in already-existing minibus taxi ranks to enable charging during off-peak operating hours. Plans for such facilities, including charging equipment, solar power plants, battery backup systems, electrical grid upgrades, and security measures, have been developed by FLX EV for municipal taxi rank (See **ANNEXURE B & C**).

FLX EV proposes the development of this facility in Bergzicht taxi rank. This facility will be the first of its kind and will facilitate a cleaner and healthier environment for minibus taxi commuters in Stellenbosch.

The municipality will gain a lot from building an electric charging station because it will be the first in the nation and it will boost its revenue stream. The leaser will be responsible for keeping this area maintained, which will relieve municipal staff of their constant battle to keep the area safe and free of unauthorized occupants. This will also benefit the greater Stellenbosch community significantly more given the financial contribution proposed and the additional investments that will be made for the benefit of green transportation in Stellenbosch.

The Bergzicht charging infrastructure will be created as a pilot project and used for operational strategy testing and evaluation. At this facility, the introduction of e-MBTs will be phased in with the eventual conversion of 60–80 Minibus taxis to electricity. The specifics of the lease agreement, such as the monthly payments, renewal options, and ownership of the infrastructure following the lease's expiration, will be covered in separate service level agreement. The charging station's electrical supply will be provided by the Stellenbosch Municipality, and the leaser will be responsible for paying for its use. Both grid-tied electricity and solar-generated electricity will be a part of this supply (from the municipal solar grid).

FLX EV proposes the development of a power purchasing agreement with the Municipality in which FLX EV has the right to buy electricity from Stellenbosch Municipality at an agreed-upon price (See **ANNEXURE A & B**).

6.3 Financial Implications

The market-related rental must be determined, which must be paid each month to the municipality (See **ANNEXURE D**).

6.4 Legal Implications

6.4.1 Asset Transfer Regulations

In terms of Section 34 (1) of the ATR a Municipality may grant a right to use, control or manage a capital asset only after-

a) The Accounting officer has concluded a public participation process*; and

b) The municipal council has approved in principle that the right may be granted.

*Sub regulation (1) (a) (public participation process), however, must be complied with only if-

a) The capital asset in respect of which the right is to be granted has a value in excess of R10M*; and

b) A long-term right is proposed to be granted (i.e. longer than 10 years).

None of the assets has a value in excess of R10M.

In terms of Regulation 36, the municipal council must, when considering such approval, take into account:

a) whether such asset may be required for the municipality's **own use** during the period for which such right is to be granted;

b) the extent to which any compensation to be received will result in a significant economic or **financial benefit** to the municipality;

c) the **risks and rewards** associated with such right to use; and

d) the **interest of the local community**

In terms of Regulation 41, if an approval in principle has been given in terms of regulation 34 (1)(b), the municipality (read Mayco) may grant the right only in accordance with the **disposal management system*** of the municipality, irrespective of:-

a) the value of the asset; or

b) the period for which the right is granted

*The policy on the Management of Council owned property is deemed to be Stellenbosch Municipality's disposal management System.

6.4.2 Policy on the Management of Council owned property

In terms of paragraph 9.2.2 of the Policy, the Council may dispense with the prescribed, competitive process, and may enter into a private treaty agreement through any convenient process, which may include direct **negotiations**, but only in **specific circumstances**, and only after having **advertised** Council's intention so to act.

One of the circumstances listed in (g) is where unsolicited applications/proposals are received from telecommunication companies to construct or put-up communication infrastructure on Municipal land, such as masts, dishes, etc., subject to approved tariff structure.

In terms of Regulation 36, the municipal council must, when considering such approval, take into account:

a) whether such asset may be required for the municipality's **own use** during the period for which such right is to be granted;

b) the extent to which any compensation to be received will result in a significant economic or **financial benefit** to the municipality;

c) the **risks and rewards** associated with such right to use; and

d) the **interest of the local community**

In terms of Regulation 41, if an approval in principle has been given in terms of regulation 34 (1)(b), the municipality (read Mayco) may grant the right only in accordance with the **disposal management system*** of the municipality, irrespective of: -

the value of the asset; or

the period for which the right is granted

The policy on the Management of Council owned property is deemed to be Stellenbosch Municipality's disposal management System.

6.5 Staff Implications

The management of the charging facility will be a collaborative between FLX EV and the Stellenbosch Taxi Association (STA), which is currently leasing the administrative building from the municipality but is not affiliated with the municipality and therefore, the municipality won't be affected by any staff implications. The facility is less likely to experience vandalism with the STA involved. This strategy also entails giving the local population job opportunities as security, facility marshals, and charging attendants.

6.6 Previous / Relevant Council Resolutions:

No Previous Council resolutions.

6.7 Risk Implications

FLX EV have conducted a thorough risk assessment, in which the main risk components include:

- **Facility Vandalism** - The risk of Vandalism is solved by the implementation of fencing, CCTV cameras, 24/7 manned security, and coordination with the STA.
- **Load Shedding** -Load Shedding is solved by implementing a combination of power supply systems, including solar power generation and battery backup storage.
- **Uptake of e-M BTs** - The use of the facility is dependent on the number of Minibus taxi owners and operators that are willing to shift to the use of electric minibus taxis. We believe that this risk is mitigated by the benefit that is tied to the use of these vehicles, namely that operators will save between 40-70% of their current operating costs.

6.8 Comments from Senior Management:

6.8.1 *Director: Planning and Economic Development*

It should be noted that the Bergzicht Taxi facility also accommodates numerous informal traders. As such, the item is supported with the proviso that it does not impinge on the operations of the taxi rank and the ability of the informal traders to trade.

6.8.2 Director: Community and Protection Services

The directorate supports the initiative with the request that the various taxi associations that make use of the facility, be consulted on how the service is eventually to be rolled out and be made accessible to relevant associations.

6.8.3 Director: Corporate Services

Supported that the asset transfer regulations are followed before Council take a final resolution. The period of the lease should take into account that the e-taxis are not prevalent currently and there is no indication of how fast the taxi owners will covert to e-taxis.

6.8.4 Chief Financial Officer:

Supported

6.8.5 *Municipal Manager:*

Supported

APPENDICES:

ANNEXURE A: FLX EV PROPOSAL
ANNEXURE B: CHARGING FACILITY DESIGN
ANNEXURE C: SOUTH AFRICA'S FIRST E-MBT
ANNEXURE D: PROFIT AND LOSS STATEMENT

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	***23 February 2023***

ANNEXURE A

Attention: Stellenbosch municipality manager

Municipality Management

Stellenbosch Municipality

7600

Flx EV

54 Oxford Street

Durbanville

7550

Proposal for Erf 6705

Dear Municipal manager,

The following letter is a proposal for Erf 6705 in Stellenbosch Municipality. Flx EV intend to lease this land to implement an electric minibus taxi charging facilities, that will facilitate the operation of electric minibus taxis in Stellenbosch Municipality. Flx EV propose a long-term lease on Erf 6705, that will encompass a monthly rental payment to the Municipality and electricity purchases (monthly rental amounts and leasing timeframe are to be determined).

The Minibus taxi industry currently act as the primary supplier of public transport journeys in South Africa, and Stellenbosch Municipality, yet no major plans are in place to decarbonise the industry. Consequently, thousands of commuters are subjected to harmful tailpipe emissions that have severe long term health implications.

Flx EV is introducing electric minibus taxis to the South African market, with the goal of reducing harmful tailpipe emissions, reducing transport costs for commuters, and increase the profitability of the industry.

For electric minibus taxis to operate optimally, PTI charging facilities are required to charge vehicles in off-peak periods. Flx EV consider Bergzicht taxi rank as the optimal location for the construction of Stellenbosch Municipalities first PTI charging facilities due to its central location, its high utilisation rate, and the current renovation plans in progress.

The implementation of these facilities will lead to significant economic and health benefits to Stellenbosch municipality and its residents.

For any additional information, please feel free to contact us.

Rudi Kriel

rudi@gometroapp.com

Transport Economist

ANNEXURE B

1. Vehicle operation profiles
2. Charging equipment
3. Charging sockets
4. Electrical upgrades
5. Charging capacity of facility
6. Loadshedding mitigation
7. Securing strategies

Section 1 – Vehicle operating profile

The Bergzicht taxi rank currently has between 65 and 80 Internal Combustion Engine (ICE) Minibus Taxis (MBTs) operating under the Stellenbosch Taxi Association. The vehicles are operational over 8 routes including:

- Cloetesville
- Devonvallei
- Elsenburg
- Idasvallei
- Jamestown
- Pniel
- Somerset West
- Vlottenburg

Fix EV have conducted a data collection program in which the operating characteristics of these vehicles were determined. This data have informed the charging needs of the Electric Minibus Taxis (e-MBTs) that will operate to and from the Bergzicht charging facilities. The data revealed that the average ICE MBT operating from the Bergzicht taxi rank have the following daily characteristics:

Average Range	138	km
Maximum Trip Distance	99	km
Average Time Operational	05:49:21	(h:m:s)
Average Time Non-operational	09:11:07	(h:m:s)
Total Time Spent in Rank	04:28:35	(h:m:s)
Maximum Consecutive Time in Taxi Rank	01:52:13	(h:m:s)
Average Fuel Consumption	17	Liters
Average Fuel Expenditure	R380	Rands

Section 2 – Charging equipment types and features

Two charging equipment types have been considered for the Bergzicht charging facilities, including AC slow charges, and DC fast chargers. The characteristics of these chargers broadly include:

Charger Types	Slow Charging	Fast Charging
Current	Alternating Current (AC)	Direct Current (DC)
Power Supply	Singl-Phase power up to 7.4kW, and three-phase power up to 22kW	Three Phase Power
Charging Speeds	6 to 12 hours	20 to 90 minutes to charge to 80%
Number of Outlets	1	1 or 2 DC Charging Outlets. Some Versions have both DC and AC outlets (see figure 15)
Average Device Dimensions	30cm*30cm*60cm (L*W*H)	On Average DC Chargers are 1m*0.6m*1.8m (L*W*H). Size Depends on Manufacturers and Charger Output
Mounting Method	Wall, charging stand, or ground mounted	Ground mounted
Power Range	3.6kW to 22kW	Automotive DC chargers currently range from 30kW to 350kW
Cost	AC chargers generally range between R10 000 and R40 000 per charger	DC chargers have a wide range of prices based on their performance classes. For reference, a 60kW charger range from R400 000 to R600 000 including Value Added Tax (VAT).
Application	Mainly used for overnight charging, or at facilities with long dwell times (Offices or residential housing)	DC fast chargers work optimally in public facilities where charging times are limited (Shopping malls, MBT ranks).

The following factors have determine the type and number of chargers to be installed in Bergzicht taxi rank:

1. Charging demand – The demand for charging is based on the average daily range of e-MBTs, the average time spent in the rank, the number of e-MBTs using the facility, and the degree to which home charging is possible.
2. Availability of space – Spatial constriction apply in this facility, as there are only space for approximately 19 charging bays. In order to increase the capacity of the facility, DC fasters have been implemented.
3. Grid upgrades – Due to the expensive nature of electrical grid upgrades, the upgraded capacity is intentionally limited to 1MVA (See section.3).



In Bergzicht taxi rank, a combination of AC (Blue chargers) and DC charging (Purple chargers) equipment have been implemented.

Six of these chargers are 120kW DC fast chargers, which will support public charging of e-MBTs throughout operating day, and are capable of recharging an e-MBT to 80% state of charge in less than 60 minutes. Each DC charger has two charging nozzles, that can charge at 60kW concurrently. Based on the vehicle operating data discussed in section 1, MBTs spend on average more than one hour in the Bergzicht taxi rank consecutively. This ensures that 60kW DC charging is sufficient for off-peak charging needs.

Along with the DC chargers this facility also house seven 22kW AC slow chargers. The vehicle operating data discussed in section 1, indicates that some MBTs spend significant time in the rank during off-peak periods. The AC charges will facilitate slower and cheaper charging for MBT's with long non-operational time, and overnight charging.

Section 3 – Charging socket types

Charger Type	Description	Diagram
Combined Charging System Socket (type 2)	CCS2 sockets are an extension of type 2 sockets, with the ability to accomodate DC fast charging of up to 350kW. This facility will only support the use of CCS2 charging sockets, as the e-MBTs that will be implemented at the facility come standard with CCS2 charging ports.	

Section 4 – Electrical grid upgrades

In order to support the electricity demand from the EV charging station, the electrical grid of the facility will need to be upgraded. Electrical upgrades can be a costly part of e-MBT charging facility development and have the following prices.

The grid upgrades applied to the Bergzicht taxi rank will support the installation of six 120kW DC chargers, and seven 22kW AC chargers, that have a concurrent power requirement of 874kW.

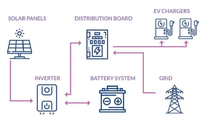
Electrical upgrades are a large cost component in the development of charging facilities. As indicated by the above table, the cost of electrical upgrades, the maintenance responsibilities, and the additional equipment required, vary based on the degree to which electrical upgrades are required.

The Bergzicht charging facility aimed to require less than 1MVA grid upgrades, in order to minimise costs. With facility upgrades of less than 1MVA, greater upfront costs are required for upgrades, but maintenance responsibilities do not fall on fix EV, and only an Outdoor-Bulk-Metering unit is required as additional electrical equipment. With any upgrades greater than 1 MVA, expensive additional equipment is required.

Section 5 – Loadshedding mitigation

To ensure that the facility will be operational through load shedding, the following strategies will be implemented:

- Implementation of a charge scheduling software – This software will allow the required planning to mitigate the effects of load shedding. Each operational e-MBT will communicate live data to the fix EV servers relating to their state of charge, and their charging needs. Based on this information the fix EV scheduling platform will provide preference charging to certain e-MBTs, in order to ensure sufficient state of charge in load shedding periods.
- Solar power backup systems – The facility will be equipped with a roof-mounted solar power system that will power backup battery packs. This solar power system will be capable of powering half of the facility's chargers for a period of 4 hours, or the full facility for 2 hours.



Section 6 – Charging capacity of the facility

The Bergzicht charging facility house 12 DC fast charging points, and 7 AC slow charging points, which is capable of supporting the recharge of more than 140 e-MBTs per operating day.

Based on the operating data collected from the current ICE MBTs, each vehicle travels approximately 130–170km per day. Due to limited home charging capabilities, each e-MBT will be required to use the charging facility on a daily basis.

According to the vehicle operating data, each vehicle spends at least 1 hour consecutively at the Bergzicht rank per day. This ensures that the vehicles can recharge to 80% of its capacity (160km) using the fast-charging stations. This recharge time also provides ample range for the e-MBTs to continue with normal operations, without having range restrictions.

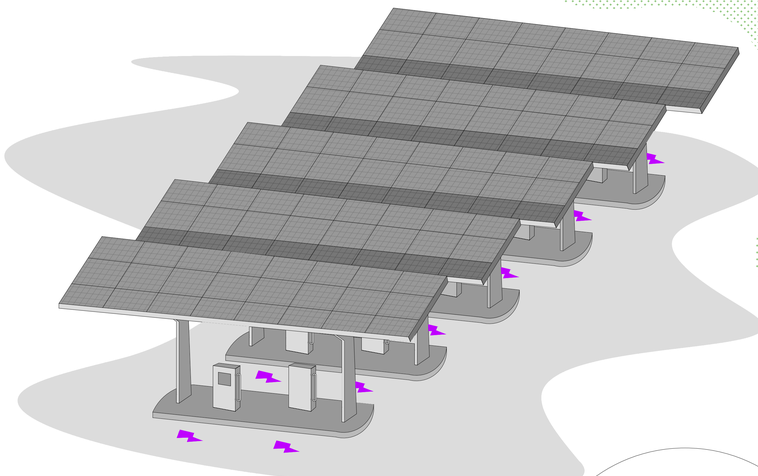
Taking into consideration that there are only 12 DC charging points available at one point in time, it is important to consider the total capacity throughout the day. Throughout an operating day, there are 5 hours that are considered to be non-operating, or off-peak hours. It is likely that charging equipment will be in high demand at this time.

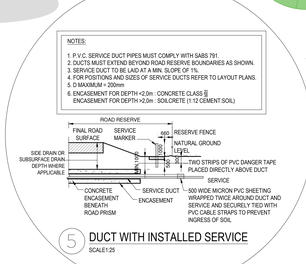
With the current selection of charging equipment, the facility can recharge 60 e-MBTs in off-peak hours, and an additional 72 e-MBTs during operating hours. Taking this into consideration, the facility has ample supply to support e-MBT operations in Bergzicht taxi rank.

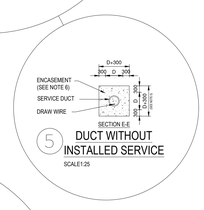
Section 7 – Securing charging facility

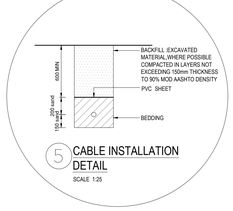
In order to protect the expensive charging equipment that will be installed in the Bergzicht charging facility, the following strategies will be implemented:

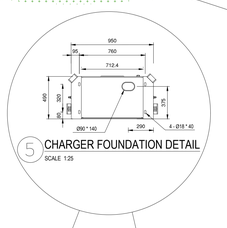
- 24h security – The facility will be equipped with 24/7 manned security.
- CCTV systems – The facility will be geared with 4 CCTV cameras.
- Fencing – The facility will be surrounded with clear-view fencing that will restrict entrance and exit from the facility
- Entrance and exit booms – The facility will be equipped with two booms at the entrance and exit of the facility.

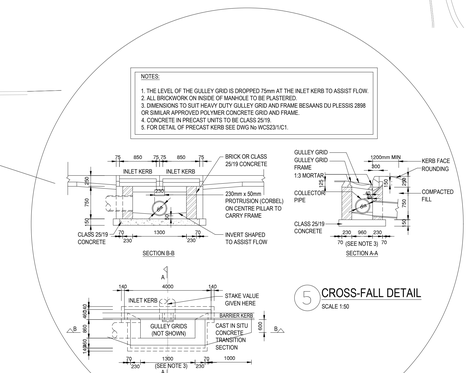


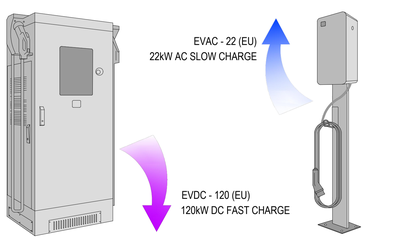






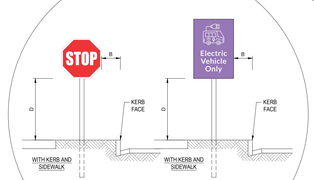


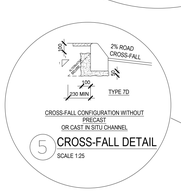


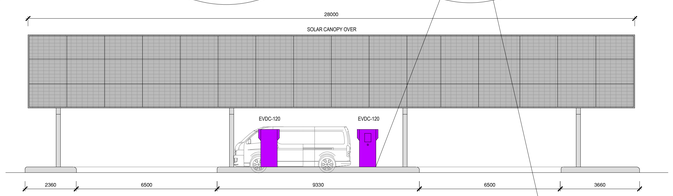


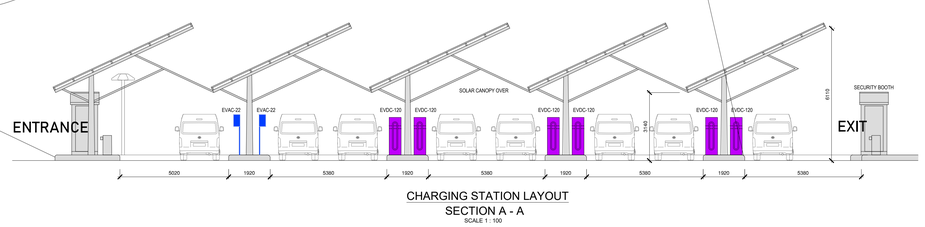
SPECIFICATIONS – EVAC-22			
CONNECTION POINT	A) Tethered cable with Type 2 outlet (IEC 62196-2) B) Type 2 socket (IEC 62196-2)	PROTECTION	Output voltage and current monitoring, Temperature monitoring, Input voltage monitoring, Built-in RCD (30mA AC/6mA DC) Standart: IEC62752:2016, Ground fault detection, Degree of protection, Impact resistant, Fire class
LED LIGHTS	LEDs showing the status of the charger	COOLING METHOD	fan cooling
OUTPUT VOLTAGE	200 - 1000 V	MAXIMUM ALTITUDE	<2000m
TETHERED CABLE	Flame retardant rating: UL-94V-0, Operating temperature: -30C~+50C, Plug&Play count: 10000, Cable length: 5m/7.5m, IP rating:IP55, Socket: Type2	OPERATING TEMPERATURE	-4°F(-20°C) to 131°F (55°C)
VOLTAGE	Single phase: 230 V (+-10%) Three phase: 400 V (+-10%)	OPERATING SPECIFICATIONS	Humidity to 95% RH non condensing; -30°C ~+50°C
MAIN FREQUENCY	50/60 Hz	WARRANTY	36 Months
EFFICIENCY	≥95% (50% - 100% load)	CERTIFICATION	CE & UKCA compliant EMC: 2014/53/EU, IEC 61851-21; Saftey: IEC/EN 61851-1; Environment: 2011/65/EU, REACH, RoHS.
CHARGING SPECIFICATION	Max 22kW, Up to 7.36kW at 32A 1 phase, Up to 22kW at 32A 3 phase, Dynamic configuration	BUILT-IN ENERGY METER	Statistical data tracking
DEVICE CONNECTIVITY	Wi-Fi 2.4 GHz b/g/n connection, Bluetooth low energy, Local management via APP: NFC reader, OCPP 1.6, Ethernet (RJ45), 4G/LTE (CAT1), 3G, 2G (optional)		

SPECIFICATIONS – EVDC-120			
CONNECTORS	CHAdeMO and CCS (type 1 or 2)	PROTECTION	Over / under voltage protection, overload protection, short circuit protection, over / under temperature protection, surge protection, communication failure
OUTPUT POWER	120kW (can charge two cars at 60kW simultaneously)	COOLING METHOD	fan cooling
OUTPUT VOLTAGE	200 - 1000 V	MAXIMUM ALTITUDE	<2000m
CABLE LENGTH	5 m	OPERATING TEMPERATURE	-4°F(-20°C) to 131°F (55°C)
SUPPLY INPUT	400 Vac (+/- 10%)	OPERATING HUMIDITY	5%-95% without condensation
SUPPLY FREQUENCY	50 Hz	DIMENSIONS (W X H X D)	37.8 x 21.7 x 68.1 (960 x 550 x 1730) inch (mm)
EFFICIENCY	≥95% (50% - 100% load)	WEIGHT	320 kg
POWER FACTOR	≥ 0.99	FREIGHT	12 units per 20' container
NETWORK CONNECTION	Ethernet / 3G / 4G / Wi-Fi	CERTIFICATION	CE, conforms to 2014/30/EU Electromagnetic Compatibility Directive and 2014/35/EU Low Voltage Directives
COMMUNICATION PROTOCOL	OCPP1.6J or OCPP2.0.1	RELATED STANDARDS	EN 61851-1:2011, EN 61851-23:2014, EN 61851-21-2002: EN IEC 61000-6-1:2019; EN 61000-6-3:2007/A1:2011/AC:2012
SOFT START TIME	3 - 8 seconds	MTBF	100 000 hours
START-UP MODE	Automatic Charging / RFID card / QR code	WARRANTY	2 years as standard
POS CREDIT CARD READER	Optional (enabling card payments)		
LCD DISPLAY	15 inch touchscreen		
IP RATING	IP54		
IK RATING	IK10		









LEGEND: CHARGING INFRASTRUCTURE

	EVDC-120
	EVAC-22 CHARGING STATION, SUITABLE FOR OVERNIGHT APPLICATION ONLY
	DISTRIBUTION BOARD
	ELECTRICAL CONTAINMENT - 110Ø SLEEVES
	ELECTRICAL RETICULATION - 110Ø SLEEVES
MH	MANHOLE/ MAINTENANCE SHAFT

LEGEND: SUPPORTING SYSTEMS

	CCTV SECURITY CAMERA
	NEW CLEAR-VU FENCE
	EXISTING 4-WAY STREET LIGHT
	EXISTING STREET LIGHT

LEGEND: CIRCULATION, ACCESS & ROADMARKINGS

	TRAFFIC FLOW
STOP	TRAFFIC SIGNS: STOP
	TRAFFIC SIGNS: NO ENTRY
	TRAFFIC SIGNS: NO LEFT TURN

FLX EV

DATE: 24/01/2023

SCALE: AS NOTED

DRAWING TITLE: STANDARD PTI DESIGN FOR EV HUB FOR MBT STRAIGHT LAYOUT

science & innovation
Department:
Science and Innovation
REPUBLIC OF SOUTH AFRICA

STELLENBOSCH

UYILO E-MOBILITY PROGRAMME
enabling electro-mobility transition

DRAWING NO.: EV_100

REVISION

ANNEXURE C







ANNEXURE D

Year	1	2	3	4	5
Total revenue	R0	R1,137,024	R3,411,072	R5,685,120	R7,959,168
Charge revenue	R0	R1,137,024	R3,411,072	R5,685,120	R7,959,168

Costs

Capital cost

Grid upgrades	R 2,200,000	R -	R -	R -	R -
Solar system and battery backup	R 3,000,000	R -	R 1,000,000	R -	R -
Roofing and substructures	R 200,000	R 200,000	R -	R 200,000	R 200,000
Charging equipment	R 800,000	R 800,000	R -	R 800,000	R 1,600,000
Booms	R 50,000	R -	R -	R -	R -
Camera system	R 80,000	R -	R -	R -	R -
Security booth	R 100,000	R -	R -	R -	R -
Facility lighting	R 10,000	R 10,000	R -	R 10,000	R 10,000
Total capital costs	**R 6,440,000**	**R 1,010,000**	**R 1,000,000**	**R 1,010,000**	**R 1,810,000**

Operating expenses

Land lease	R -	R 240,000	R 240,000	R 240,000	R 240,000
MBT management fee	R -	R 360,000	R 360,000	R 360,000	R 360,000
Facility maintenance	R -	R 60,000	R 60,000	R 60,000	R 60,000
Insurance	R -	R 180,000	R 180,000	R 180,000	R 180,000
Security	R -	R 360,000	R 360,000	R 360,000	R 360,000
Electricity cost	R -	R 473,760	R 1,421,280	R 2,368,800	R 3,316,320
Total operating cost	**R -**	**R 1,673,760**	**R 2,621,280**	**R 3,568,800**	**R 4,516,320**
Total cost	R 6,440,000	R 2,683,760	R 3,621,280	R 4,578,800	R 6,326,320

Cumulative revenue	R -	R 1,137,024	R 4,548,096	R 10,233,216	R 18,192,384
Cumulative costs	R 6,440,000	R 9,123,760	R 12,745,040	R 17,323,840	R 23,650,160

Cumulative Profit or loss	**-R 6,440,000**	**-R 7,986,736**	**-R 8,196,944**	**-R 7,090,624**	**-R 5,457,776**

7.6.4	**ACCEPTANCE OF THE FINAL REPORT OF THE MUNICIPAL ELECTRICITY MASTERPLAN (MEMP) ON ELECTRICITY PATHWAYS FOR STELLENBOSCH MUNICIPALITY: MINIMISING ELECTRICITY COSTS WHILST IMPROVING ENERGY SECURITY AND DECARBONIZING POWER SUPPLY**

Collaborator No: **746353**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: ACCEPTANCE OF THE FINAL REPORT OF THE MUNICIPAL ELECTRICITY MASTERPLAN (MEMP) ON ELECTRICITY PATHWAYS FOR STELLENBOSCH MUNICIPALITY: MINIMISING ELECTRICITY COSTS WHILST IMPROVING ENERGY SECURITY AND DECARBONIZING POWER SUPPLY

2. PURPOSE

To present to Council the final report of the Municipal Electricity Masterplan (MEMP) on electricity pathways for Stellenbosch Municipality: Minimising electricity costs whilst improving energy security and decarbonizing power supply.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

During the advent of more frequent loadshedding periods by Eskom, Council decided to investigate ways and means to reduce the impact on civil society and businesses by means to co-generate electricity. To this end, the Municipality entered into a Memorandum of Understanding with:

- The University of Stellenbosch
- Council for Scientific and Industrial Research (CSIR) as well
- The Western Cape Government

The Investigation into the best ways forward were made into the following topics:

- Energy Master plan – Requested CSIR to do this investigation
- Cost-of-Supply study – Appointed Consultants to investigate the cost of supply
- Energy Storage Investigation – Appointed the University of Stellenbosch to conduct this viability study
- Electricity Master Plan – Appointed Consultants adjust the network to cater for all future possible additions.

5. RECOMMENDATIONS

(c) that this report be noted; and

(d) that Council accepts the report on “MUNICIPAL ELECTRICITY MASTER PLAN (MEMP) - Electricity pathways for Stellenbosch Municipality” as authored by the CSIR.

6. DISCUSSION / CONTENTS

6.1 Background

The Stellenbosch University, Council for Scientific Industrial Research and the Municipality joined up through the establishment of a Memorandum of Understanding to assist the Municipality in finding solutions in Alternative Electricity Generation (AEG). This process is needed to counter the impact of the current spate of loadshedding on the social and business fraternity of Stellenbosch Municipality.

In order to achieve this, various investigations had to be done to focus the aim of the Municipality to those most viable measures in countering the loadshedding struggle within Stellenbosch.

The following projects were launched:

a. Energy Master Plan Investigation – Appointed the CSIR to do this investigation
b. Cost-of-Supply Study – Appointed Consultants from our Panel to do this study
c. Energy Storage Study – Appointed the University of Stellenbosch to do a viability exercise on batteries and other energy storage mechanisms
d. Electricity Master Plan to investigate the capacity of networks with the introduction of various electricity generators – Appointment of Consultants from our panel to do this planning.

This report deals with matter in (a) above.

It is note that study mentioned in (b) has just been completed and the university is currently busy with it (c).

6.2 Discussion

The pace of adding new generation capacity in line with the IRP 2019 has not kept pace with Eskom's deteriorating plant performance, consequently, South Africa continues to experience loadshedding which harms our economy. This in turn creates uncertainty and risk in enterprises/municipalities when planning for future growth or reviewing sustainability and profitability. The shedding of the load was halted by an extended lockdown where a risk-adjusted strategy was implemented in response to a growing Covid-19 pandemic but returned in the winter months and remained present for the last half of 2020.

Loadshedding has increasingly become worse which can be depicted by a graph supplied by a company providing loadshedding time service for the public of South Africa. This graph is shown below:

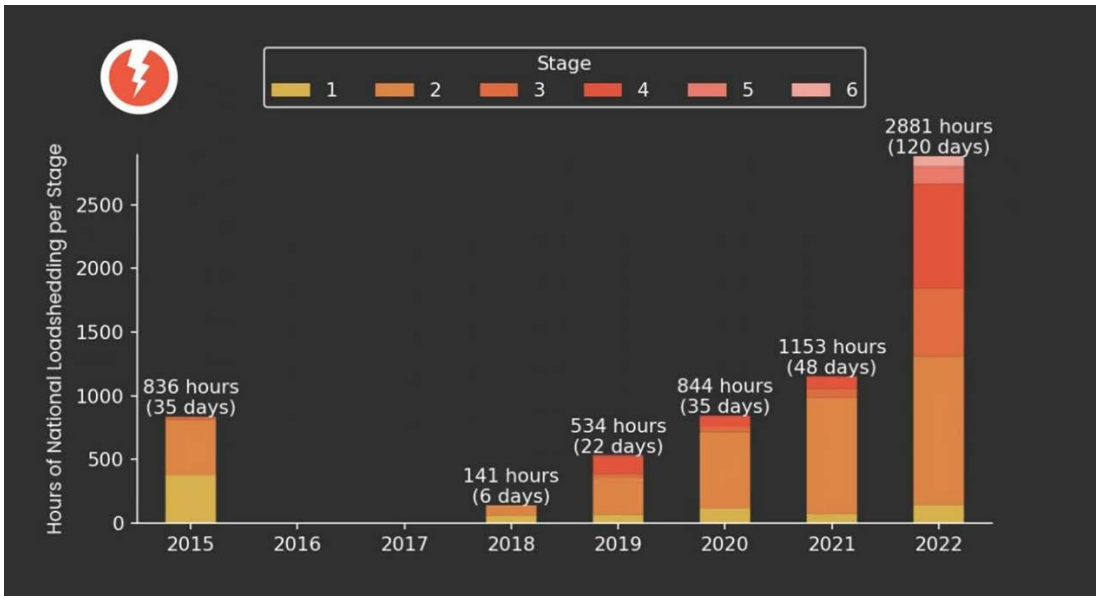


Figure Indicating the Rapid Increase of Loadshedding Days per Annum

The purpose of the Energy Master Plan therefore is to find alternative methods of energy generation, such that the inadequate National Supply of Electricity can be augmented with the purpose of ensuring viable economic operations within Stellenbosch.

The report considered the following project objectives:

The overall objective of the study is to provide guidance on possible electricity futures for the region.

The report does not stipulate how to get there but provides scenarios and possible pathways.

The main project objective is to assess various electricity pathways for Stellenbosch Municipality. These pathways shall be compared based on a criteria. Such criteria include:

- Minimizing electricity tariffs
- Improving security of supply
- Moving towards long term carbon neutrality

Stellenbosch Municipality has indicated its drive to become one of the greenest energy regions in the country. A MEMP is based on the least-cost techno-economic optimisation of the municipal electrical energy system. Factors that were considered in this optimisation include:

- Demand projections
- Tariff projections
- Local resources (solar and wind)
- Rooftop PV (customer resource) potential and penetration
- Technical performance and costs
- High-level considerations of power network constraint

The Study found the following:

- The analysis showed that rooftop solar PV will likely play a significant role in the electricity future of the municipality. Decision makers should be mindful of this customer resource and promote the responsible and sustainable utilization

thereof. Utilities should be careful to not push their customers to deflect with excessively high access charges or unreasonably low FIT (feed in tariffs). Ongoing loadshedding is already causing many South Africans to install batteries for reliable supply/backup. Stellenbosch Municipality is in the position to be able to buffer their customers from loadshedding and expected Eskom tariff increases.

This report was presented to the Directors as well as to the members of MOU on Alternate Electricity Generation.

6.3 Financial Implications

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

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

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.

6.8. Comments from Senior Management:

6.8.1. Director: Infrastructure Services

Writer of this report

ANNEXURES

Annexure A: MUNICIPAL ENERGY MASTER PLAN (MEMP) - Electricity pathways for Stellenbosch Municipality

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ANNEXURE A

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CSIR
Touching lives through innovation

Final Report

MUNICIPAL ELECTRICITY MASTER PLAN (MEMP)

Electricity pathways for Stellenbosch Municipality

30 September 2022

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EXECUTIVE SUMMARY

South Africa is experiencing an electricity crisis – supply is not able to meet demand. Loadshedding has become part of everyday life in South Africa, and this may continue for the foreseeable future. Furthermore, the Electricity Supply Industry (ESI) is evolving but the end-state is unknown.

On a utility scale, solar PV and onshore wind are cost competitive, with reduced greenhouse gas (GHG) emissions benefits. These Variable Renewable Energy (VRE) generation technologies are being added to the energy mix all over the world. VRE is not just providing diversity from a technology/resource perspective but also from a geographical one – distributed generation.

CSIR undertook a municipal electricity supply master plan for Stellenbosch Municipality. The study provides electricity pathways up until 2040, similar to the national IRP. The study provides the "what" should be procured and "when". The "how" and by "who" still needs to be unpacked by the municipality.

Rooftop Solar PV

The geospatial work identified rooftop area for the municipality per customer class. Residential customers 'house' almost 60% of the identified space. Installable PV capacity equates to approximately 580 MW of rooftop PV. This is about 8 times the municipality's MD (maximum demand).

Around 40% of the identified installable rooftop PV capacity would be required to meet all customers' annual volumetric energy consumption, in terms of magnitude (not timing). Residential, commercial and agricultural customers have adequate roofspace to cover their own annual electricity consumption needs.

The business case analysis shows that rooftop solar PV currently makes sense in most instances. Due to increasing municipal tariffs and declining solar PV costs the business case improves with time. If the current price paths continue, solar PV will make financial sense for all customer classes and scenarios by 2040. Stellenbosch already provides a feed in tariff to its customers. Stellenbosch Municipality is most likely in the initial-Early Adopters stage and already has around 6 MW of embedded PV generation on their network.

The analysis showed that rooftop solar PV will likely play a significant role in the electricity future of the municipality. Decision makers should be mindful of this customer resource and promote the responsible and sustainable utilisation thereof. Utilities should be careful to not push their customers to deflect with

excessively high access charges or unreasonably low FIT (feed in tariffs). Ongoing loadshedding is already causing many South Africans to install batteries for reliable supply/backup. Stellenbosch Municipality is in the position to be able to buffer their customers from loadshedding and expected Eskom tariff increases.

Utility Scale Generation

Contrary to the municipality's current and expected expansion, the demand is forecast to decline by 9% from the current 392 to 356 GWh in 2040. The Eskom tariffs were estimated to increase above inflation and to also shift away from energy dominated charges to higher fixed and demand charges. The municipality's current total Eskom bill is 88% energy related. Assuming the same electricity usage pattern this would decrease to about 70% in 2040.

Five scenarios were considered, namely:

1. Business as Usual (BAU): Continue to solely purchase supply from Eskom, including via the neighbouring Drakenstein Municipality
2. Least Cost Nodal: The municipality is grouped into four supply areas (Stellenbosch, Cloetesville, Franschhoek and Pniel) and each is treated independently. A least cost approach is applied.
3. Least Cost Municipality: Also, a least cost approach, but from a municipality-wide perspective where wheeling amongst the supply areas was investigated.
4. Autonomy by 2030: Investigated to quantify what would be required if Stellenbosch Municipality are forced, or choose, to disconnect from the Eskom network by 2030. This provides the minimum cost to do so as ancillary services and network and system upgrades were not included.
5. Loadshedding Mitigation: Investigate possible technical interventions to reduce the amount of loadshedding experienced by Stellenbosch Municipality's customers

Under the BAU scenario, the total cost of electricity purchases would increase from R 558 million in 2022 to R 881 million in 2040, in real terms a 60% increase, even though demand is expected to decline.

The following alternatives were considered: wind, solar PV, battery storage and peakers (gas turbines and engines). To provide realistic outputs annual MW build limits were enforced on wind and solar PV. Utility-scale build size was taken as 20 MW and 5 MW for wind and solar PV, respectively. The possibility of lower build sizes favoured PV in the smaller load centres. All new builds were limited geographically within the municipal boundaries, and thus, so was wheeling arrangements.

The study showed that by procuring alternatives and diversifying the energy mix, the cumulative cost of electricity could be reduced by 20%. With the addition of low-cost renewables, the unit cost of electricity could be significantly lower than the BAU scenario. Stellenbosch Municipality has the opportunity to lower their demands on the struggling national network, reduce electricity costs and lower their environmental impact. The cost of Stellenbosch Municipality not taking action timeously is high.

Under the Least Cost Nodal plan, the capacity (MW) reliance of Eskom would reduce from the current 100% to 60% by 2030 and 50% by 2040. Over the same period the reduction in energy reliance is greater, namely down to 40% and 30%. It should be noted that the annual build limits of VRE are relatively high so these results could be seen as optimistic. Eskom will continue to play a major role and will supply more than half of the electricity (GWh) over the said period. It was shown that it is not economically optimal for Stellenbosch Municipality to disconnect from the grid.

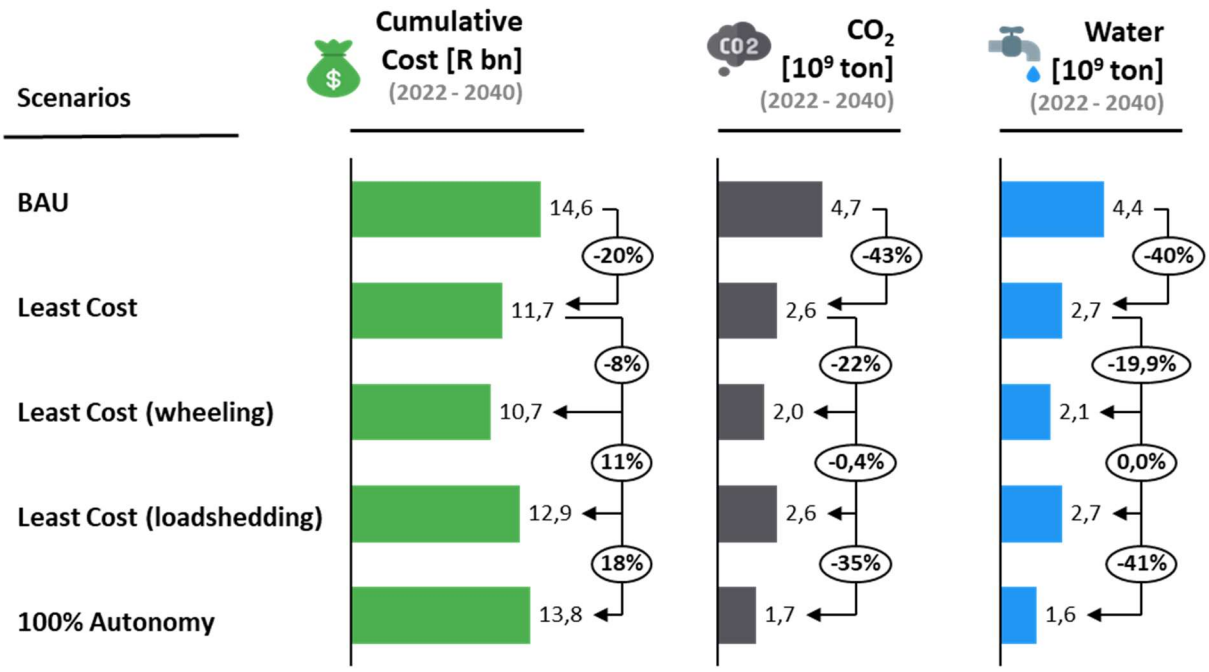
The Least Cost plan has cost benefits as well as societal benefits derived from reducing CO_2 emissions and consuming less water. The following figure shows the cost savings, cumulative CO_2 emissions and water consumption for Stellenbosch Municipality. Renewables will provide almost half of the electrical energy over the period.

Engineering load flow studies determined the VRE generation with a maximum size of 72 MW can be connected at Stellenbosch substation, 18 MW can be connected at Cloetesville substation and a 29 MW plant can be connected at Franschhoek substation. Due to Pniel receiving supply at 11 kV only a 2 MW plant can be connected there. The wheeling of electricity within the municipal boundaries via Eskom's network was investigated. It was shown that Stellenbosch Municipality could reduce the cost of electricity by a further 8% through wheeling. Wheeling allowed for a greater exploitation of better wind resources and reduced the curtailment of wind. The total cost of electricity should be evaluated, not just the generation costs. Further studies on wheeling from outside the municipal boundaries are recommended.

For the 100% Autonomy by 2030 scenario, a significant amount of peakers are built in 2030 to provide firm capacity. The total annual cost of this scenario peaks at R 857 million, R 300 million of which are diesel fuel costs. The analysis excludes the necessary network/system upgrades; thus the cost estimates are optimistic (low). Cheaper fuel alternatives would dramatically change the costs.

The amount of loadshedding in 2022 is unprecedented. Technical solutions to mitigation loadshedding were investigated. Battery storage was selected over peakers (ICE and OCGT). Only with stage 8

loadshedding, which has limited time available for charging of the batteries, were peakers required to supplement battery storage. It was shown that about 50 MW with 4-hours storage located across the municipality could reduce the amount of unserved energy by about 80%. The overnight capital cost of such facilities, R 1.2 billion, would be twice the municipality's annual bulk purchase account in that year. When compared to the cost of unserved energy at R 93.00/kWh, even if taken at 10% of this value there is a strong case for battery storage. Furthermore, the cost premium of deploying such a facility in 2023 was compared to the techno-economic optimal solution for electricity supply. The cost premium is 11% over the horizon 2022 to 2040. The question decision makers need to evaluate is if this premium is a justified cost to mitigate loadshedding. Further studies are recommended to unpack these possibilities. Additionally, the municipality should engage with the System Operator as to what is permissible during loadshedding.



E1: Cumulative costs, indirect CO2 emissions and water consumption

The build capacity for the Least Cost Nodal plan is provided in Table E2. In the short-term, Stellenbosch Municipality should procure wind and solar PV. Due to relatively small load-centres, the latter is favoured. These are least regret options. The likely limitation will be procurement constraints. Procurement should be based on the value to the municipality and the municipality should not simply

incentivise the lowest flat tariff - generation that maximises savings/value. For instance, electricity supplied during peak periods and the high demand season are of higher value. Put simply: tell the market what you want/need and let the private sector optimise. Rules of the game in terms of grid unavailability and curtailment need to be carefully considered. This is particularly important based on the current electricity crisis and increasing curtailment with likely high levels of VRE penetration.

In the medium term, energy storage systems should also be procured, either as stand-alone systems or as RE hybrids. The latter may have co-optimisation benefits. If loadshedding persists, which it likely will, then energy storage systems should also be procured in the short-term as modelled in the loadshedding mitigation study.

It is not recommended that Stellenbosch Municipality make all the new capacity investments at once, but rather make investment decisions in the short-term and then revise the municipal electricity masterplan once every two to three years to determine the next phase of investment.

E2: Build capacity: Least Cost Nodal (without wheeling)

Built Capacity MW		Wind	PV	Battery (4 hours storage)
Short-term	2022 - 2025	20	65	15
Medium-term	2026 - 2030	0	35	20
Long-term	2031 - 2040	0	25	35
Installed capacity by	2040	20	125	70*

*Not the sum as battery storage lifespan is 10 years

The potential job creation and economic value-added impacts resulting from the deployment of 125 MW utility-scale solar PV and 20 MW wind energy installations during 2022-2040 have been estimated using the IJEDI model. The results indicate that a total of 2,892 and 1,164 FTE jobs can be created during the construction and O&M phases of these energy technologies, respectively. Furthermore, a total economic value added of approximately R 1,358 million and R 721 million can be generated during the construction and O&M phases, respectively. It is evident that these technologies have the potential to deliver social and economic benefits, however, a consistent built out of such projects is encouraged in order to sustain these benefits.

TABLE OF CONTENTS

1. Background 1

1.1. International and National Context 1

1.2. Local Context 3

1.3. Project Objectives 5

1.4. Applied Methodology 5

1.5. Limitations of the Study 7

1.6. Document Structure 7

2. Status Quo 8

2.1. Customer 8

2.2. Local Resources 9

2.3. Utility 20

3. Analysis and Forecast 25

3.1. Customer Demand Profiles 25

3.2. Technology Costing and Learning Rates 27

3.3. Simple Value Analysis of Local Resources 37

3.4. Utility 39

4. Rooftop PV Analysis 51

4.1. Overview 51

4.2. Technical Potential 51

4.3. Business Case 59

4.4. Adoption Rates 66

5. Capacity Expansion Planning 70

5.1. Overview/Approach 70

5.2. Least-Cost Optimization of the Energy Mix 70

5.3. Scenarios 72

5.4. Exclusions 75

5.5. Input Assumptions 76

5.6. Results 78

6. Socio-Economic Benefits of VRE and Battery Storage 95

6.1. Background & Description 95

6.2. Methodology 95

6.3. Results 95

6.4. Conclusions 99

7. Summary and Conclusions 100

7.1. Rooftop PV Analysis 100

7.2. Capacity Expansion Planning 101

8. Recommendations for Further Work 105

References 106

LIST OF FIGURES

Figure 1: Centralised utility scale power generation supplying electricity needs of municipalities (status-quo) 2
Figure 2: Increasing levels of distributed resources would impact the energy landscape where more distributed resources become embedded in municipal networks 2
Figure 3: Stellenbosch Municipality located in the Western Cape Province of South Africa 3
Figure 4: Customer and sales split 9
Figure 5: Potential sites for solar and wind resource assessments 11
Figure 6: Relative comparison of Stellenbosch locations expected solar PV capacity factors and selected other jurisdictions (local and international) 14
Figure 7: Placement of turbines in a low (turbine 01), high (turbine 02) and average (turbine 03) area 16
Figure 8: Box and Whisker graph of wind resource capacity factors 18
Figure 9: Wind roses of the six considered sites 20
Figure 10: Bulk Purchases - TOU energy split 23
Figure 11: Demand duration curves: Stellenbosch (left) and Cloetesville 23
Figure 12: Demand duration curves: Franschhoek (left) and Pniel 24
Figure 13: Total demand duration curve for Stellenbosch Municipality 24
Figure 14: DPM residential (PC1) demand profile 25
Figure 15: DPM commercial (PC4) demand profile 26
Figure 16: DPM industrial (PC6) demand profile 26
Figure 17: Solar PV system capital costs – utility-scale 28
Figure 18: Solar PV learning rates - utility-scale 29
Figure 19: Solar PV system capital costs – commercial-scale 30
Figure 20: Solar PV learning rates - commercial-scale 30
Figure 21: Solar PV system capital costs – residential-scale 31
Figure 22: Solar PV learning rates - residential-scale 32
Figure 23: Onshore wind system capital costs – utility-scale 33
Figure 24: Onshore wind learning rates – utility-scale 33
Figure 25: Utility scale Li-ion Battery storage capital costs 34
Figure 26: Utility scale Li-ion battery storage learning rate 35
Figure 27: Hourly demand profile for municipality: derived 39
Figure 28: Hourly demand profile for municipality: weekday derived vs actual (black) 40
Figure 29: Eskom tariff (2022/23) with a seasonal time of use periods and tariff composition 42
Figure 30: Assumed Eskom tariff escalation (nominal) 43
Figure 31: Adjusted tariff drivers between fixed, energy and demand (nominal increases) 44
Figure 32: Projected Megaflex tariff composition (assuming same usage patterns) 44

Figure 33: Projected, equivalent energy tariff (real) 45
Figure 34: Projected wheeling charge (real) 46
Figure 35: Eskom Polkadraai HV Network 47
Figure 36: Stellenbosch substation diagram [Eskom EWOU Single Line Diagram] 48
Figure 37: Franschhoek substation diagram [Eskom EWOU Single Line Diagram] 48
Figure 38: Geospatial analysis process for estimating available rooftop space for PV deployment 52
Figure 34: View of a section of Merriman Avenue in Stellenbosch, showing commercial (yellow) and residential (blue) buildings. Some inaccuracies in the Google Open Buildings data can be observed. 54
Figure 40: Estimate rooftop area (m^2) per customer class 55
Figure 41: The process to determine installable PV 57
Figure 42: Sample of 200 x 200 m area identified for visual screening 57
Figure 43: Rooftop PV technical potential 58
Figure 44: Rooftop PV technical potential against volumetric electricity demand 59
Figure 45: Customer demand profiles for Residential, Commercial and Industrial customers 61
Figure 44: Simple payback period (years) per customer class, FIT escalation, PV system size and year of installation 66
Figure 47: Diffusion of innovation (example) 68
Figure 48: Methodology applied when undertaking long-term energy planning 70
Figure 49: Illustration of the capacity expansion planning optimization 71
Figure 50: Peak demand (left) and load 78
Figure 51: Fixed and variable total cost of electricity 79
Figure 52: Indirect CO2 emissions and indirect water usage, per unit on the right y-axis 79
Figure 53: Installed capacity and energy share: Least Cost Nodal 80
Figure 54: Curtailment factor for wind and solar PV: Least Cost Nodal 81
Figure 55: Cost of electricity: Least Cost Nodal 82
Figure 56: Cost of electricity: BAU vs Least Cost Nodal 82
Figure 57: Indirect CO2 emissions and indirect water usage: BAU vs Least Cost Nodal 83
Figure 58: Installed capacity: Least Cost Nodal (left) vs Least Cost Munic (with wheeling) 84
Figure 59: Energy share: Least Cost Nodal (left) vs Least Cost Munic (with wheeling) 84
Figure 60: Curtailment factor for wind and solar PV: without (blue) vs with wheeling 85
Figure 61: Cost of electricity: without (left) vs with wheeling 86
Figure 62: Eskom reliance and energy share: without (broken lines) vs with wheeling 87
Figure 63: Installed capacity and energy share: Autonomy by 2030 88
Figure 64: Cost of electricity: Autonomy by 2030 88
Figure 65: Outage ratio per loadshedding stage 89
Figure 66: Installed capacity: Least Cost Nodal (left) vs loadshedding mitigation 92

Figure 67: Cost of electricity: Least Cost Nodal (left) vs loadshedding mitigation 93
Figure 68: Cost of electricity and cumulative costs of various scenarios 94
Figure 69: Modelled job creation for deployment of capacities from solar PV and wind technologies 97
Figure 70: Modelled GDP growth for deployment of capacities from solar PV and wind technologies 98
Figure 71: Potential job creation during the installation of battery storage.....99
Figure 72: Cumulative costs, indirect CO_2 emissions and water consumption..... 103

LIST OF TABLES

Table 1: Structure of the study 6
Table 2: Summary of Sales for FY 2021/22 (Jul 2021 to Jun 2022) 9
Table 3: Environmental analysis classes 10
Table 4: Summary statistics of the solar resource across Stellenbosch locations (fixed tilt, GCR = 48%) 12
Table 5: Summary statistics of the solar resource across Stellenbosch locations (single-axis tracking, GCR = 27%) 13
Table 6: Summary statistics of the solar resource across Stellenbosch locations (single-axis tracking, GCR = 35%) 13
Table 7: Wind climate files selected from the WASA2 dataset 15
Table 8: Turbine types used in the study 16
Table 9: Annual energy production, power density, capacity factors and wind speed: utility-scale 17
Table 10: Annual energy production, power density, capacity factors and wind speed: commercial-scale 17
Table 11: Annual energy production, power density, capacity factors and wind speed: residential-scale 18
Table 12: Summary of electricity purchases (Eskom and Drakenstein) for 2021/22 (July 2021 to June 2022) 21
Table 13: Weighted absolute differences between actual and derived Eskom purchases TOU 27
Table 14: Summary of costing and performance data for new generating facilities 36
Table 12: Summary of costing and performance data for BESS facilities 37
Table 16: LCOE of VREs at Stellenbosch town: utility-scale (discount rate = 10%) 38
Table 17: Avoided cost of electricity of VREs: utility-scale (Eskom Megaflex 2022/23) 38
Table 18: Grid integration study results and maximum generator capacity per municipal supply point 50
Table 19: Land cover classes used to broadly represent residential, commercial, industrial and agriculture customer classes 53
Table 20: Solar resource metrics for Stellenbosch based on 25-degree fixed tilt facing north 60
Table 21: Annual electrical load (demand) per customer class and PV system sizes 61
Table 22: Capex costs by customer class and year of installation 62
Table 23: Current and projected electricity tariffs (VAT inclusive) for municipal customers 63
Table 24: Current and projected electricity feed in tariffs (FITs) (VAT inclusive) for municipal customers 64
Table 22: LCOE (R/kWh) by customer class and year of installation 65
Table 26: Summary of RE exports from RE embedded generation (imports for the municipality) 69
Table 27: Annual build limits for wind and solar PV each 72
Table 28: New-build technology cost and technical assumptions 77
Table 29: Placement of wind and solar PV plants: Least Cost Nodal vs Least Cost Munic (with wheeling) 85
Table 30: Example of loadshedding schedule for Stellenbosch town (block 2): Stage 6 90
Table 31: New builds in 2023 of battery storage and Peakers (ICE) to mitigate loadshedding 91

Table 32: Total annual costs and benefits of technical interventions for loadshedding mitigation 91
Table 33: Summary of generation expansion plan scenarios.....93
Table 34: Modelled capacities (in MW's) for installation of solar PV, battery storage and wind technologies within the municipal jurisdiction for the period 2022-2040 (Least Cost Nodal) 96
Table 35: Build capacity: Least Cost Nodal (without wheeling) 104

List of Abbreviations

ATB	Annual Technology Baseline
BAU	Business As Usual
BESS	Battery Energy Storage System
CO_2	Carbon Dioxide
COUE	Cost of Unserved Energy
DR	Demand Response
EIA	Environmental Impact Assessment
ESI	Electricity Supply Industry
EWH	Electric Water Heaters
FBE	Free Basic Electricity
FIT	Feed-In Tariff
FOM	Fixed Operations and Maintenance
FT	Fixed Tilt
FTE	Full Time Equivalent
GHG	Green House Gas
HD	High Demand
IBT	Inclining Block Tariff
IRP	Integrated Resource Plan
LCOE	Levelized Cost of Electricity
LD	Low Demand

LNG	Liquified Natural Gas
MD	Maximum Demand
MEMP	Municipal Electricity Master Plan
MTS	Main Transmission Station
MYPD	Multi-Year Price Determination
NERSA	National Energy Regulator of South Africa
NMD	Notified Maximum Demand
NPV	Net Present Value
NREL	National Renewable Energy Laboratory
OCGT	Open Cycle Gas Turbine
PSH	Pumped Storage Hydro
POS	Point of Supply/Delivery
PV	Photovoltaic
REIPPPP	Renewable Energy Independent Power Producer Procurement Programme
RVC	Rapid Voltage Change
SAT	Single Axis Tracking
SEZ	Special Economic Zone
SoDa	Solar Radiation Data Set
SSEG	Small Scale Embedded Generation
TOU	Time of Use
VOM	Variable Operations and Maintenance

VRE	Variable Renewable Energy
WASA	Wind Atlas of South Africa
WEPS	Wholesale Electricity Pricing System

1. Background

1.1. International and National Context

South Africa is experiencing an electricity crisis – supply is not able to meet demand. Before it was (just) capacity but, for some time, it is both a capacity and energy shortage. Loadshedding has become part of everyday life in South Africa, and this may continue for the foreseeable future. Furthermore, the Electricity Supply Industry (ESI) is evolving but the end-state is unknown.

On a utility scale, solar PV and onshore Wind are cost competitive, with reduced greenhouse gas (GHG) emissions benefits. These Variable Renewable Energy (VRE) generation technologies are being added to the national energy 'mix'. VRE is not just providing diversity from a technology/resource perspective but also from a geographical one – distributed generation.

Solar PV is modulable and thus can work on small-scale. Internationally, the emergence of embedded generation, which can also be referred to as customer resource, is changing the flow of energy (and cash) from the traditional, solely top-down and centralized supply (**Figure 1**) to incorporate some bottom-up and decentralized supply (**Figure 2**). Customers, including municipalities, are no longer captive. In light of these dynamics, municipalities are compelled to re-define their role in the electricity value chain and adapt their funding and operating models.

Municipal Electricity Master Plans (MEMPs) are similar to the national level Integrated Resource Plan (IRP) undertaken by the Department of Mineral Resources and Energy (DMRE). The creation of MEMPs is intended to complement the national level IRP and is a critical foundation to empower municipalities to determine what type of supply, when installed and the boundary conditions to procure/enable energy solutions in the respective jurisdictions. Such MEMPs form the business case for the municipal role in the sustainable energy transition, leveraging municipal competencies and integrating spatially dependent local resources and opportunities.

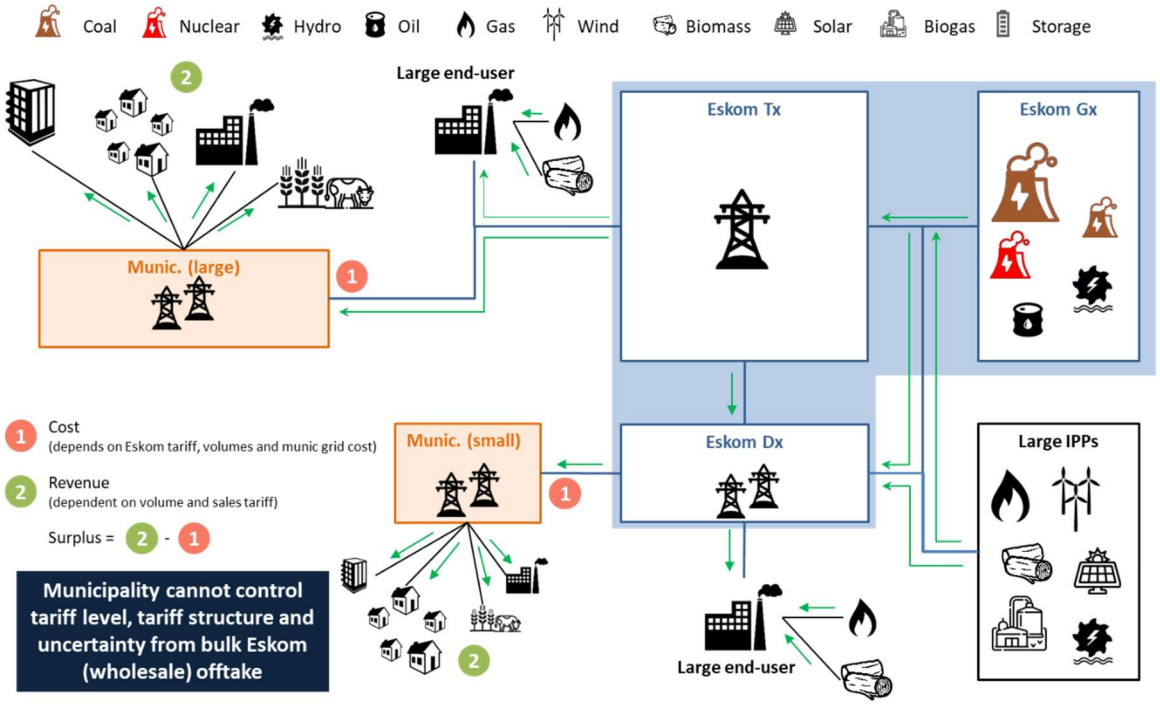


Figure 1: Centralised utility scale power generation supplying electricity needs of municipalities (status-quo)

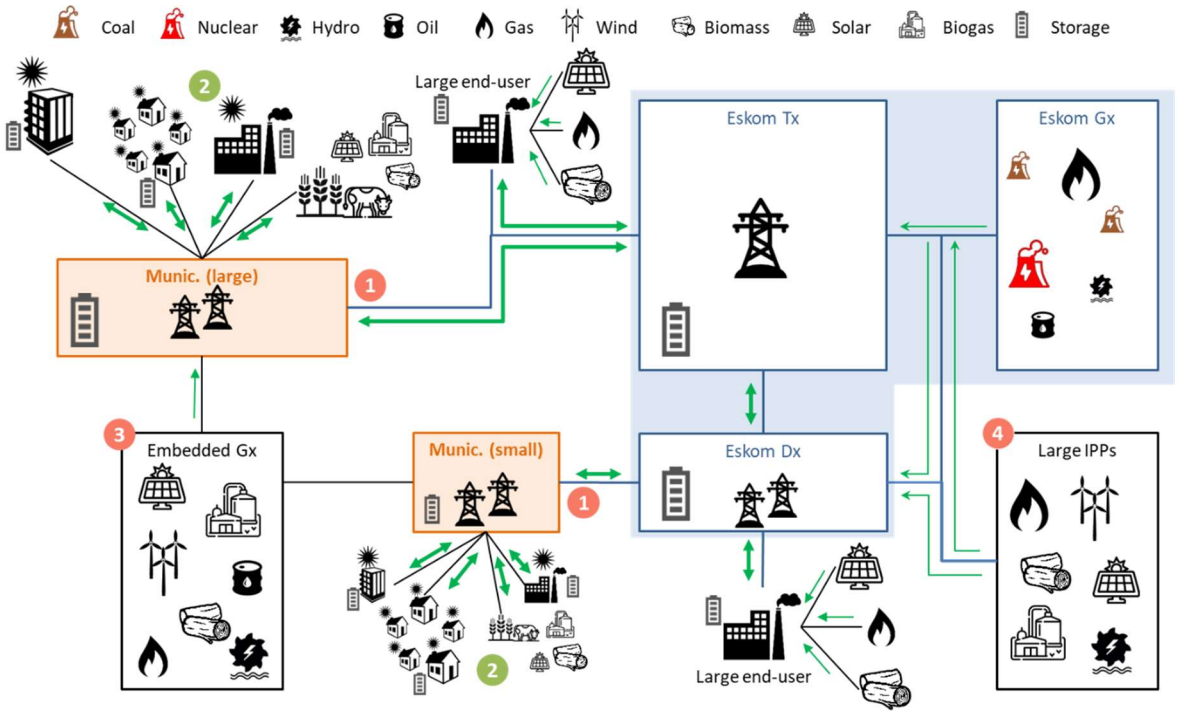


Figure 2: Increasing levels of distributed resources would impact the energy landscape where more distributed resources become embedded in municipal networks

1.2. Local Context

Stellenbosch is the second oldest town in South Africa. Stellenbosch Municipality has a population of about 200,000 people and the population is expected to grow at about 2% per year. It is one of the most populated municipal areas in the Cape Winelands District with the highest population density (over 230 people/km^2). Their three largest sectors, based on GDP contribution are:

1. Finance, insurance, real estate and business services (21.6%)
2. Wholesale and retail trade, catering and accommodation (20.7%)
3. Manufacturing (16.4%)[1]

This growing population challenges existing infrastructure for residential, commercial, and industrial use. The map below shows Stellenbosch Municipality's location in South Africa.

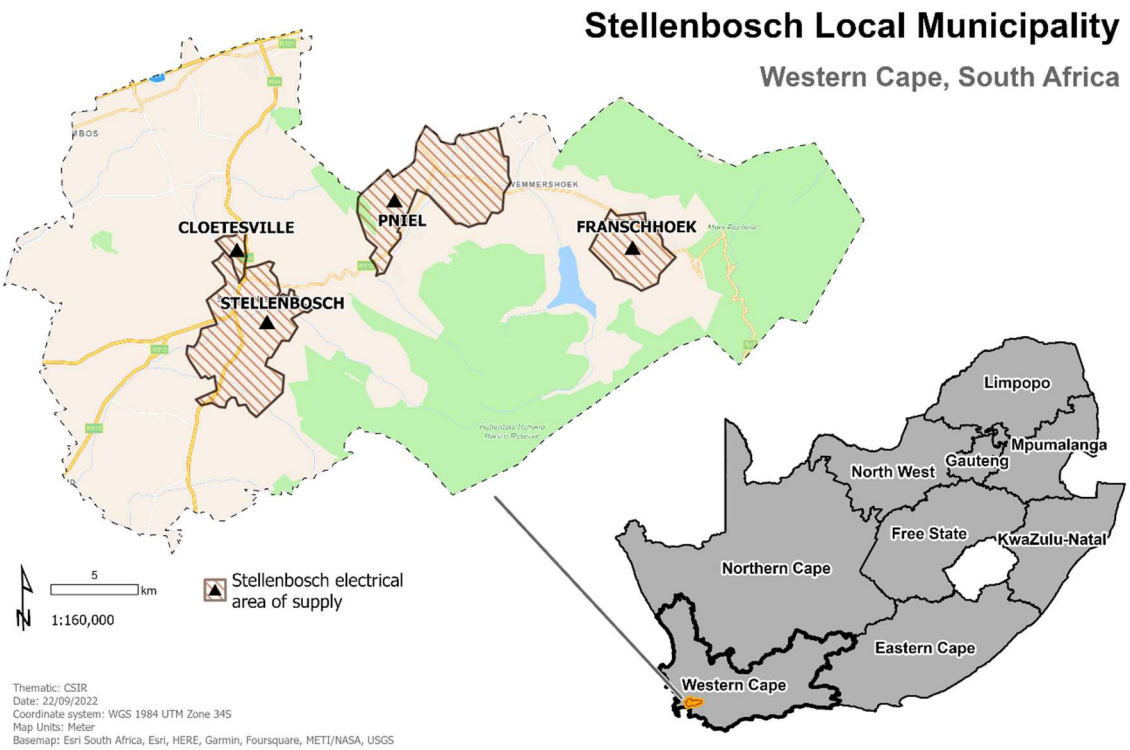


Figure 3: Stellenbosch Municipality located in the Western Cape Province of South Africa

[1] https://www.westerncape.gov.za/provincial-treasury/files/atoms/files/SEP-LG%202020%20-%20WC024%20Stellenbosch%20Municipality_0.pdf

Following the amendments of Schedule 2 of the ERA which now enables municipalities in good financial standing to develop their own power generation projects with or without IPPs, the Stellenbosch Municipality, therefore seeks to develop their MEMP to mitigate against loadshedding and to reduce their dependency on Eskom while pursuing their climate change aspirations. This initiative by Stellenbosch Municipality is part of the Municipal Energy Resilience project[2] which was launched by the Western Cape government to take advantage of the ERA amendments and aims to assist municipalities to develop their electricity mater plan which include purchasing electricity from IPPs. Discussions around the development of the MEMP started in October 2020, with four parties involved being Stellenbosch University, Stellenbosch Municipality, CSIR and the Western Cape government. A memorandum of understanding (MOU) was signed by the four parties in February 2021.

The average wholesale electricity tariff in South Africa has been increasing steeply for the last decade. These rising electricity prices, added to the already described energy security concerns, have resulted in a range of challenges for municipalities in South Africa. This has prompted municipalities to seek alternative energy solutions, including maximizing energy efficiency opportunities, deploying back-up emergency supply options, looking to supplement Eskom wholesale offtake, and enabling embedded generation options such as solar PV for customers.

Least-cost energy optimisation studies are required to select the best resource mix (types and capacities) to inform investment decisions within the boundary conditions and specific objectives of the municipality.

Stellenbosch Municipality has four supply areas, namely:

1. Stellenbosch and surrounding areas (STB)
2. Cloetesville and surrounding areas (CLV)
3. Franschhoek and surrounding areas (FHK)
4. Pniel and surrounding areas (PNL)

Besides Pniel, all electricity is supplied via Eskom's points of delivery (PODs). For Pniel, Stellenbosch Municipality purchases electricity from neighbouring Drakenstein Municipality and sells to their customers in Pniel and the surrounding areas. Electricity masterplans will be developed per supply area

[2] https://www.westerncape.gov.za/news/municipal-energy-resilience-project-launched-more-energy-secure-future

and for the municipality overall. The previous figure provides a graphical representation of the supply regions.

1.3. Project Objectives

The overall objective of the study is to provide guidance on possible electricity futures for the region. The report does not stipulate how to get there but provides scenarios and possible pathways.

The main project objective is to assess various electricity pathways for Stellenbosch Municipality. These pathways shall be compared based on a criteria. Such criteria include:

- Minimizing electricity tariffs
- Improving security of supply
- Moving towards long term carbon neutrality

Stellenbosch Municipality has indicated its drive to become one of the greenest energy regions in the country. A MEMP is based on the least-cost techno-economic optimisation of the municipal electrical energy system. Factors that were considered in this optimisation include:

- Demand projections
- Tariff projections
- Local resources (solar and wind)
- Rooftop PV (customer resource) potential and penetration
- Technical performance and costs
- High-level considerations of power network constraints

1.4. Applied Methodology

The overall process is a least-cost, techno-economic optimisation of supply options to meet demand in the region. The outlook is from the year 2022 to 2040, the reference year is 2021. The study deviates from the national IRP on two aspects:

- Customer resource – the option of embedded generation, namely rooftop PV is explored. This is executed before the generation expansion planning. Note that generation expansion planning only considers utility-scale generation options.

- Regional – the current national IRP is non-spatial; the country is treated as a single node (this is also typically true for town or city IRPs). For Stellenbosch Municipality we treat each supply area as a node which is inter-connected by a simplified electrical network. IRPs answer which technology to build or retire and when to do so. The "where" is not typically dealt with. Our approach considers the local resource and determines optimal placement (location) of generation. For instance, is it better to build a wind farm with a better resource that is located away from the largest demand centre and transmit the power or only build close to the demand centres?

Due to the above extensions to a 'standard' IRP in South Africa we believe this work is innovative. The approach provides insights for the local decision/policy makers. Additionally, lessons learnt can also be applied on a national level.

The work is grouped into four workstreams and four phases. The Customer is purposely placed at the top, the Utility at the bottom with Technology and Local Resources separating the two. As energy systems become more dynamic and customer-centric so too should energy systems planning.

Table 1: Structure of the study

	1. Status Quo (Input Data)	2. Forecast and Analysis	3. Capacity Expansion Modelling	4. Impact Assessment (Results)
Customer	Get to know your customer	Demand projections, rooftop PV analysis	Techno-economic optimisation (PLEXOS modelling)	Determine GHG reductions and impact on the cost of electricity (relative to BAU). Quantify potential socio-economic benefits
Technology	Technical performance and costs	Learning rates, and socio-economic analysis		
Local Resource	VRE resource potential, GIS layers, Eskom electrical network	VRE hourly outputs, electrical network considerations		
Utility	Municipality and Eskom tariffs	Projected tariffs		

1.5. Limitations of the Study

Energy planning is forward-looking, both the inputs to the analysis and the modelling outputs. The future is uncertain, so one should interpret the findings as possible scenarios, not as one truth. The aim is not to predict the future (you cannot) but rather to plan/prepare for the uncertainty thereof.

1.6. Document Structure

This document is structured as follows:

- Section 2: Input Data (Status quo)
- Section 3: Analysis and Forecast
- Section 4: Rooftop PV Analysis
- Section 5: Capacity Expansion Planning
- Section 6: Socio-Economic Analysis
- Section 7: Summary and Conclusions
- Section 8: Recommendation for Further Work

Section 2 and 3 use the four workstreams (Customer, Technology, Local Resource, Utility) as sub-headings.

2. Status Quo

2.1. Customer

2.1.1. Overview

Customer refers to the municipality's customers who are the end-users. Data was sourced via the municipality. The data requirement included the municipality's monthly Eskom and Drakenstein invoices, or a summary thereof. Other than Eskom and Drakenstein, there are no (substantial) electricity suppliers to the municipality. Purchases from Drakenstein are less than 10% of total bulk purchases. Both the inflow (Eskom and Drakenstein invoices) and outflow (customer sales) of electricity services and revenues, from the municipality's perspective, were captured.

2.1.2. Electrical Demand

The total electrical supply is provided in **Section 2.3.1.** and describes the usage per customer class. Three customer classes are provided, namely residential (also known as domestic), commercial and industrial.

A summary of sales data and relative ratios is presented in **Table 2** and **Figure 4**, respectively. Residential is by far the most prevalent class in terms of number of customers – 93%. For sales, the split is more 'balanced' among the three customer classes. As expected, the monthly average usage per customer class increases from residential to industrial. These average monthly usage per sector are typical. It is worth noting the large difference between the average monthly usage of prepaid and conventional meters in the Residential sector, respectively 279 and 729 kWh per month. Conventional Residential customers, on average, consume more than 2.5 times that of Prepaid customers. This alone, makes rooftop solar PV relatively more attractive to conventional meter customers and is discussed further in **Section 4.4**.

Table 2: Summary of Sales for FY 2021/22 (Jul 2021 to Jun 2022)

	Number of Customers (07/21)	Sales (GWh)	Average monthly usage per Customer (kWh)
Residential	33 830	131	327
Commercial	2 007	24.6	1 020
Industrial	346	200	48 120
Sub-Total	**35 733**	**353**	**599**
Munic + Other	335	16.5	4 096
Total	**36 068**	**372**	**859**

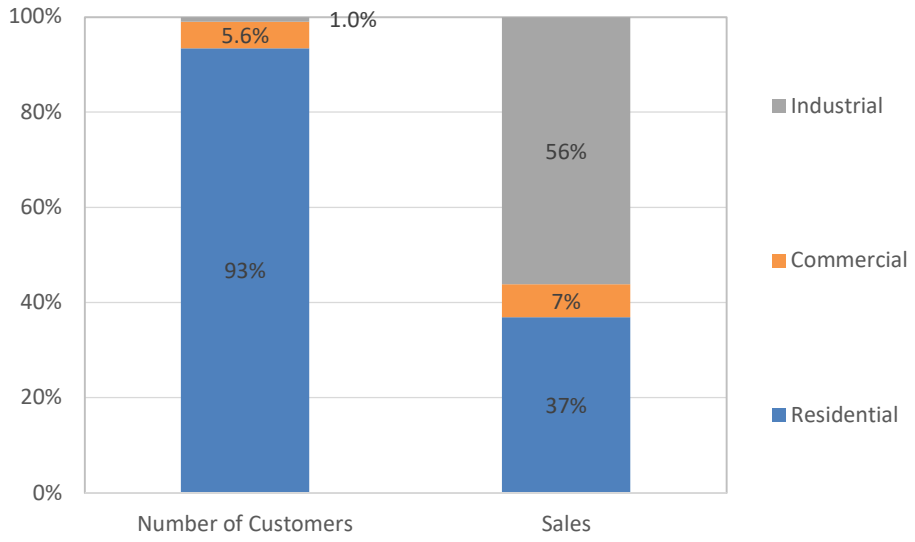


Figure 4: Customer and sales split

2.2. Local Resources

2.2.1. Overview

Two local resources are considered, namely solar and onshore wind. From these, the potential energy production for solar PV and onshore wind plants are modelled. An environmental constraint analysis found that Stellenbosch Municipality is extensively constrained by agriculture, built-up areas, and environmental / conservation planning features mostly associated with the mountainous areas. This is detailed inthe following table.

Table 3: Environmental analysis classes

Feature		Dataset
AVOID	Protected Areas, Nature Reserves, Conservation Areas*	South African Protected Areas Database (SAPAD), Q4, 2021 Western Cape Biodiversity Spatial Plan, 2017
	Critical Biodiversity Areas (CBA 1 & 2, all subcategories)	Western Cape Biodiversity Spatial Plan, 2017
	Rivers and wetlands	South African National Biodiversity Institute (SANBI), National Biodiversity Assessment (NBA), 2018
	Viticulture, Horticulture, Pivot Irrigation, Non-pivot Irrigated Annual Crops / Planted Pastures, Shadenets, Food Gardens	Department of Agriculture, Forestry and Fisheries (DAFF), 2017
	Built-up landcover	GeoTerra Image, South African National Land Cover (SANLC), 2020
CONSTRAINED	Rivers and wetlands 32 m buffer	Generated from SANBI NBA, 2018
	Rainfed Annual Crops / Planted Pastures, Smallholdings, Strip Field Cultivation, Old Fields	DAFF, 2017
	Mines & quarries, Forested Land landcover	GeoTerra Image SANLC, 2020
OPEN	Barren Land, Shrubland, Grassland landcover	GeoTerra Image SANLC, 2020

The high-level environmental constraints are a spatial overlay of available data. It aims to provide an overview of potential areas that need to be avoided or may be constrained for new utility scale wind and solar PV development, and to identify initial sites for subsequent wind and solar resource assessment. In reality and at a finer scale, other opportunities and constraints may be relevealed.

The data was aggregated into three classes:

1) Avoid: Areas that may be considered as unavailable, potential fatal flaws or critical conflicts for utility-scale renewable energy development;

2) Constrained: Areas that may be considered as constrained for utility-scale renewable energy development. In the case of rivers and wetlands, new developments within 32 m of these would require non-consumptive water use authorisation (i.e. procedural constraint). In the case of landcover / uses, these areas may be potential opportunities for new utility-scale renewable energy development sites, but would require a transition to new / multi-purpose land use;

3) “Open”: Areas that may be considered as potential areas for new development in terms of land availability (open / undeveloped land).

Six potential sites for solar and wind development were identified manually, primarily based on larger tracts of “open” (as far as possible) or “constrained” land. The list of identified sites is not exhaustive and the sites cannot be considered as feasible from a technical or safety/social perspective (especially in the case of wind energy facilities). The sites only aim to serve as a point of departure for further wind and solar resource assessments. These sites are provided below, and locations are shown in the following figure.

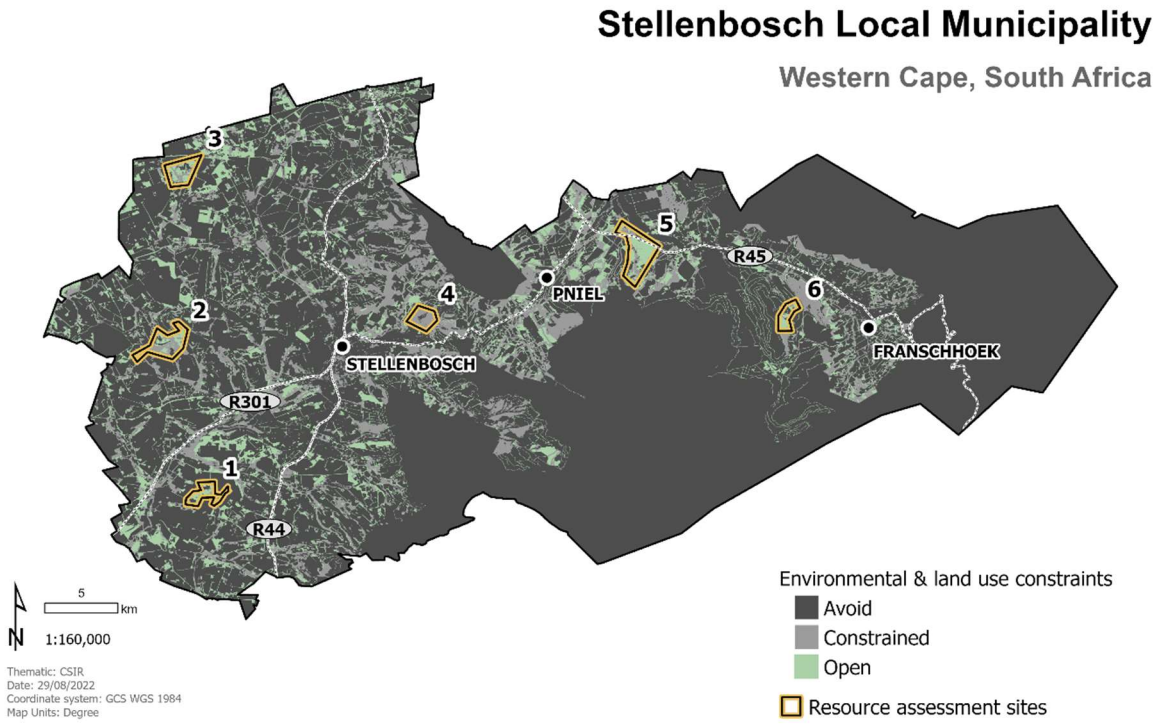


Figure 5: Potential sites for solar and wind resource assessments

Sites 4 – 6 are representative of the Stellenbosch, Pniel and Franschhoek areas, respectively. Sites 1 – 3 are located within Eskom supply regions. The resource data for Stellenbosch is also used for Cloetesville, which are located right next to each other.

2.2.2. Solar Resource Assessment

Although the region of Stellenbosch does not have the highest concentration of solar irradiance compared to other regions of South Africa, it is still considered a viable location to install solar PV. To provide some perspective, Stellenbosch has around 15% less GHI than Upington. The specific PV yield gap is even less at about 11%.

The following tables provide a summary of the local solar resource. Due to the tracking of the sun, SAT (single-axis tracking) provides for additional electricity production compared to FT (fixed tilt) and is about 20% more in this case. The maximum variation across the sites is about 10%.

Table 4 to Table 6 present the summary statistics of PV Syst simulations for a fixed-tilt solar PV system (48% GCR), single-axis without backtracker (27% GCR) and single-axis with backtracker (35% GCR). The summary statistics are based on an hourly temporal resolution considering the TMY weather data for each location in Stellenbosch region for a representative 1 MW_{DC} fixed-tilt system and 1 MW_{DC} single-axis tracking system with backtracking. The statistics provided include GHI, POA, resulting expected annual AC energy production and Capacity factor. The capacity factor (calculated in accordance with IEC TS 61724-3:2016 for Photovoltaic system performance – Part 3: Energy evaluation method) is a metric commonly applied to power plants and facilitates comparison between PV and other power plants.

Table 5 and Table 6 shows the single-axis tracking system with 35% GCR generating approximately 19 ~ 20% more energy than the fixed-tilt systems. The single-axis tracking system shows a clear advantage in terms of specific energy (kWh/kWp) due to the orientation of the PV modules relative to the sun. However, the single-axis tracking system with or without backtracking comes with additional capital expense and maintenance costs. This needs to be considered carefully when establishing an investment case.

Table 4: Summary statistics of the solar resource across Stellenbosch locations (fixed tilt, GCR = 48%)

Site	GHI [kWh/m2]	POA [kWh/m2]	Annual Energy [MWh]	Capacity factor
Site 1	2014	2266	1783	20.4%
Site 2	1939	2166	1691	19.3%
Site 3	2013	2260	1760	20.1%
Site 4	1990	2221	1733	19.8%
Site 5	1950	2165	1696	19.4%
Site 6	1864	2076	1625	18.6%

Table 5: Summary statistics of the solar resource across Stellenbosch locations (single-axis tracking, GCR = 27%)

Site	GHI [kWh/m2]	POA [kWh/m2]	Annual Energy [MWh]	Capacity factor
Site 1	2014	2266	2190	25.0%
Site 2	1939	2166	2106	24.0%
Site 3	2013	2260	2185	24.9%
Site 4	1990	2221	2148	24.5%
Site 5	1950	2165	2105	24.0%
Site 6	1864	2076	2000	22.8%

Table 6: Summary statistics of the solar resource across Stellenbosch locations (single-axis tracking, GCR = 35%)

Site	GHI [kWh/m2]	POA [kWh/m2]	Annual Energy [MWh]	Capacity factor
Site 1	2014	2707	2208	25.2%
Site 2	1939	2599	2119	24.2%
Site 3	2013	2707	2200	25.1%
Site 4	1990	2673	2161	24.7%
Site 5	1950	2615	2118	24.2%
Site 6	1864	2456	2009	22.9%

The following figure shows a relative comparison between the Stellenbosch location's solar PV capacity factor performance relative to other selected jurisdictions (locally and internationally). All Stellenbosch locations exhibit good solar PV capacity factors (whether fixed-tilt of single-axis tracking) and comparable performance to the existing national level solar PV fleet (part of the REIPPPP). All of the Stellenbosch locations outperform the international benchmark countries that were considered (countries that have significant solar PV installed capacity).

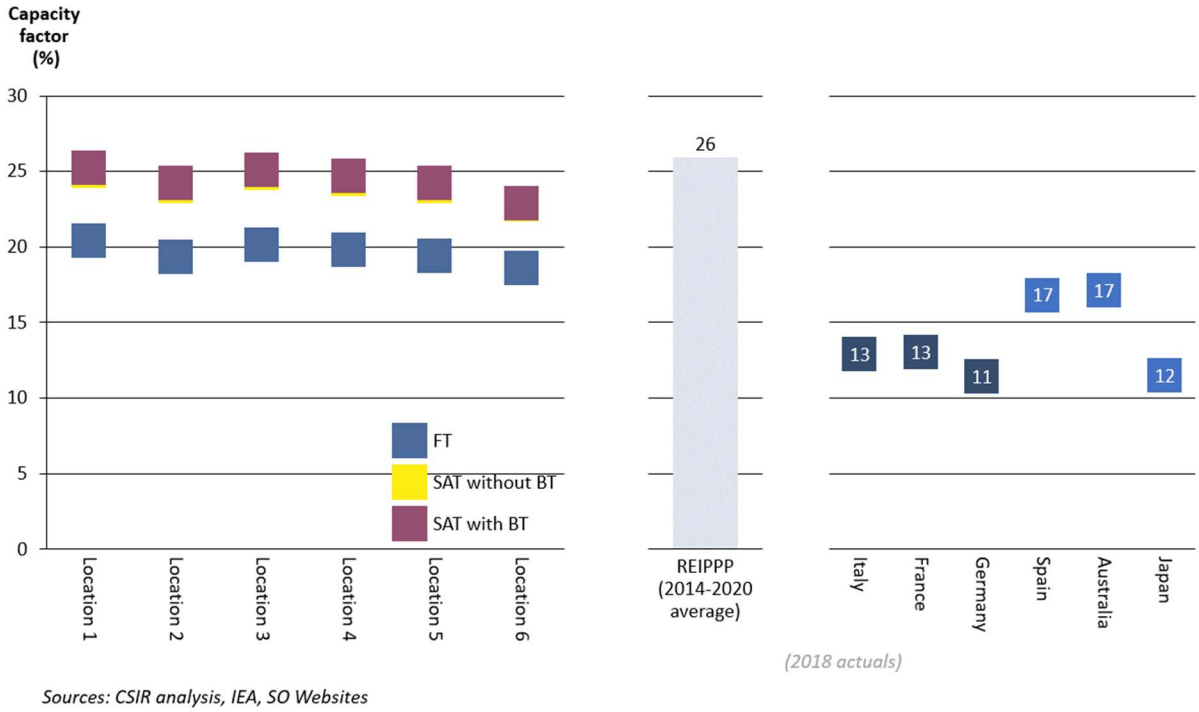


Figure 6: Relative comparison of Stellenbosch locations expected solar PV capacity factors and selected other jurisdictions (local and international)

2.2.3. Wind Resource Assessment

A wind resource assessment was done for six sites using the Wind Atlas Analysis and Application Program (WAsP) which was first released by the Danish Technical University (DTU) in 1987. The software is continually being updated and Version 12 was recently released. WAsP is regarded as an industry standard. The user inputs topography, ground cover and climate data which are used to generate estimates of annual energy production, capacity factors and many other parameters at the site of interest. Utility, commercial, and residential scale turbines were evaluated at heights of 80, 35 and 18 meters respectively.

The software draws on several datasets to assess wind resource potential. The terrain elevation and ground cover datasets were both obtained from the Global Wind Atlas (GWA) map warehouse. A generalised wind climate dataset is also required and was obtained from the Wind Atlas of South Africa (WASA) project, specifically a dataset referred to as the 'WASA 2 LIB files'. They contain generalized wind climates across South Africa at a spatial resolution of 3.3 km at heights of 25, 50, 80, 100 and 150 meters.

The following table presents the details of the wind climate files that were used for the six evaluated sites.

Table 7: Wind climate files selected from the WASA2 dataset

Site	Site centroid	Nearest WASA2 lib file	Distance between [km]
Site 1	34° 0'3.93"S 18°47'20.29"E	WASA2_33.997S_18.785E	0.5
Site 2	33°52'50.85"S 19° 0'16.19"E	WASA2_33.869S_19.003E	1.3
Site 3	33°55'33.56"S 18°46'9.60"E	WASA2_33.936S_18.783E	1.7
Site 4	33°50'24.43"S 18°46'37.75"E	WASA2_33.844S_18.780E	0.5
Site 5	33°54'47.67"S 18°53'50.16"E	WASA2_33.902S_18.893E	1.2
Site 6	34° 0'3.93"S 18°47'20.29"E	WASA2_33.997S_18.785E	0.5

Once the above-mentioned datasets are read in, a resource grid is defined. Elevation and groundcover detail are supplied for the total area selected for analysis, with the resource grid being a subsection large enough to cover the site boundary. The user may then place any number and type of turbines in the area of interest to calculate the potential yield. In this analysis, three turbines of each type were placed: one in a position deemed to have a low yield, one in a high yield area and one that represents an average yield. The following figure shows a typical distribution.

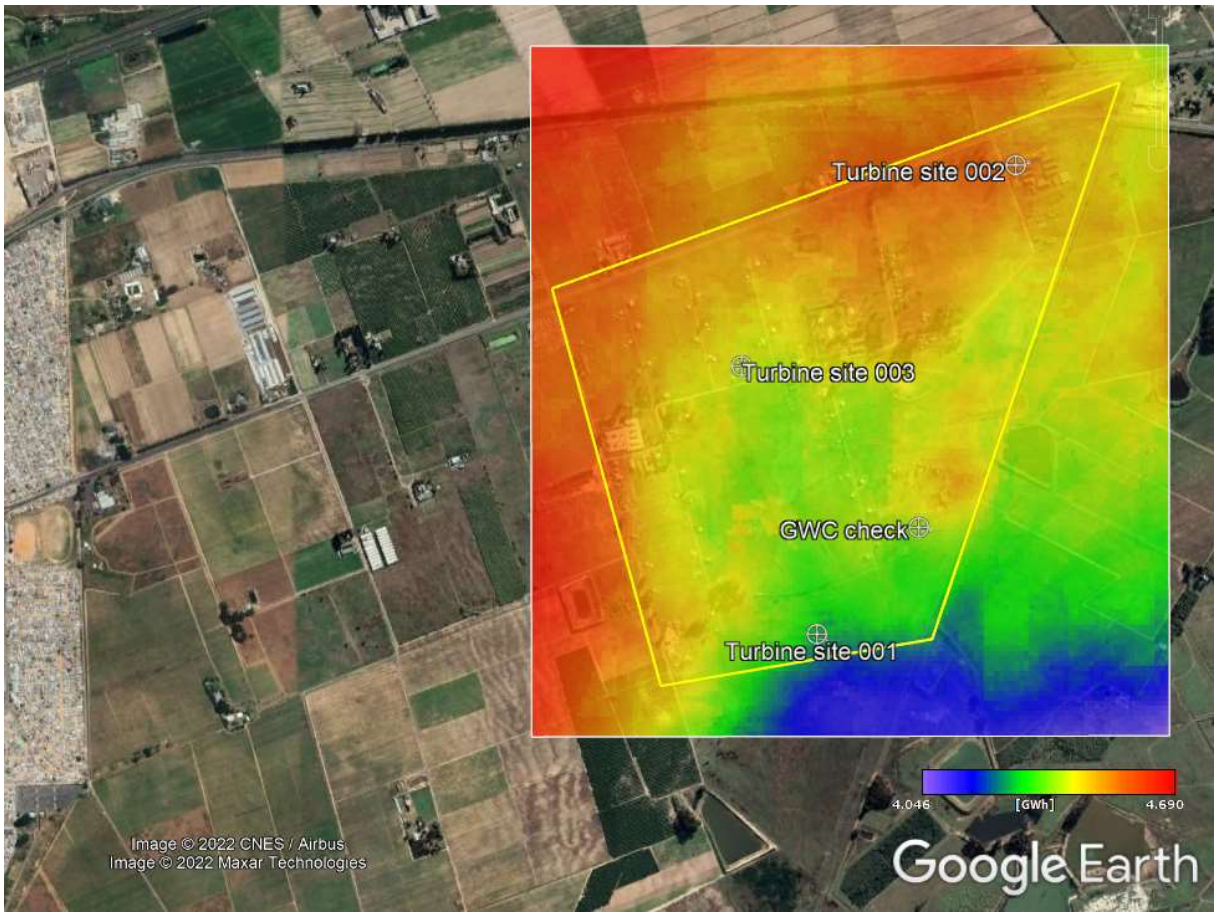


Figure 7: Placement of turbines in a low (turbine 01), high (turbine 02) and average (turbine 03) area

The turbines may be selected either from a database provided by the analysis software or specified by the user. The three types of turbines used in this study are shown below:

Table 8: Turbine types used in the study

Name of turbine	Manufacturer	Scale represented	Hub height [m]	Source
V100-2.6 MW VCS 50 Hz	Vestas Wind Systems	Utility	80	WAsP database
Bonus 450 kW MkIII	Bonus Energy	Commercial	30	WAsP database
Kestrel e400n 3500 kW	Kestel Diversified Products	Residential	18	User supplied

Values at 80 m are not readily available, but South Africa has an average annual wind speed of 6.5 m/s at height of 100 m. Within the municipal boundaries the average wind speed is 8.03 m/s, indicating a

good wind resource. The relatively high value could be due to high maxima in the mountainous regions. The mean wind speeds across the six sites at 80 m range from approximately 5.02 to 6.61 m/s. The following tables provide a summary of the local wind resource. In the case of the annual energy production (AEP) and power density, values are provided at a location deemed to have the lowest, highest, and average yield ('worst'; 'best' and 'average' respectively) while the capacity factor and wind speed values are taken from the location with an average yield.

Table 9: Annual energy production, power density, capacity factors and wind speed: **utility-scale**

Site number	Annual energy production (GWh)			Power density (W/m^2)			Capacity factor (%)	Wind speed (m/s)
	Worst	Best	Average	Worst	Best	Average	Average	Average
01	3.920	4.530	4.130	168	205	182	18.1	5.02
02	5.171	7.819	6.825	244	501	388	29.9	6.42
03	6.846	2.328	5.127	437	95	264	22.5	5.57
04	4.288	4.543	4.413	197	217	206	19.4	5.23
05	2.811	5.246	4.436	124	354	270	19.5	5.28
06	3.790	9.534	6.874	148	559	321	30.2	6.61

Table 10: Annual energy production, power density, capacity factors and wind speed: **commercial-scale**

Site number	Annual energy production (MWh)			Power density (W/m^2)			Capacity factor (%)	Wind speed (m/s)
	Worst	Best	Average	Worst	Best	Average	Average	Average
01	305.414	421.779	347.482	88	129	105	8.3	3.95
02	474.910	1045	667.877	146	410	210	15.9	5.10
03	895.858	86.154	525.181	389	30	174	12.5	4.58
04	337.338	428.056	386.075	100	131	114	9.2	4.11
05	139.075	657.696	463.343	44	336	173	11.0	4.30
06	185.309	1278	679.431	56	506	203	16.1	5.42

Table 11: Annual energy production, power density, capacity factors and wind speed: **residential-scale**

Site number	Annual energy production (MWh)			Power density (W/m^2)			Capacity factor (%)	Wind speed (m/s)
	Worst	Best	Average	Worst	Best	Average	Average	Average
01	1.311	2.593	1.870	43	92	64	6.4	3.18
02	2.715	8.759	5.185	99	454	194	17.7	4.78
03	6.628	0.360	3.147	347	6	117	10.7	3.85
04	1.574	2.476	1.987	50	83	64	6.8	3.26
05	0.589	5.424	3.233	17	378	134	11.0	3.75
06	1.176	9.650	7.074	39	465	269	24.1	5.76

The data shown in Table 9 is further elucidated in the following figure which shows a 'Box and Whisker' graph of the variation in the average utility scale capacity factor at each site. It indicates larger variations of capacity factor at some sites compared to others, with the WAsP analysis indicating that the variation per site is mainly due to orography effects.

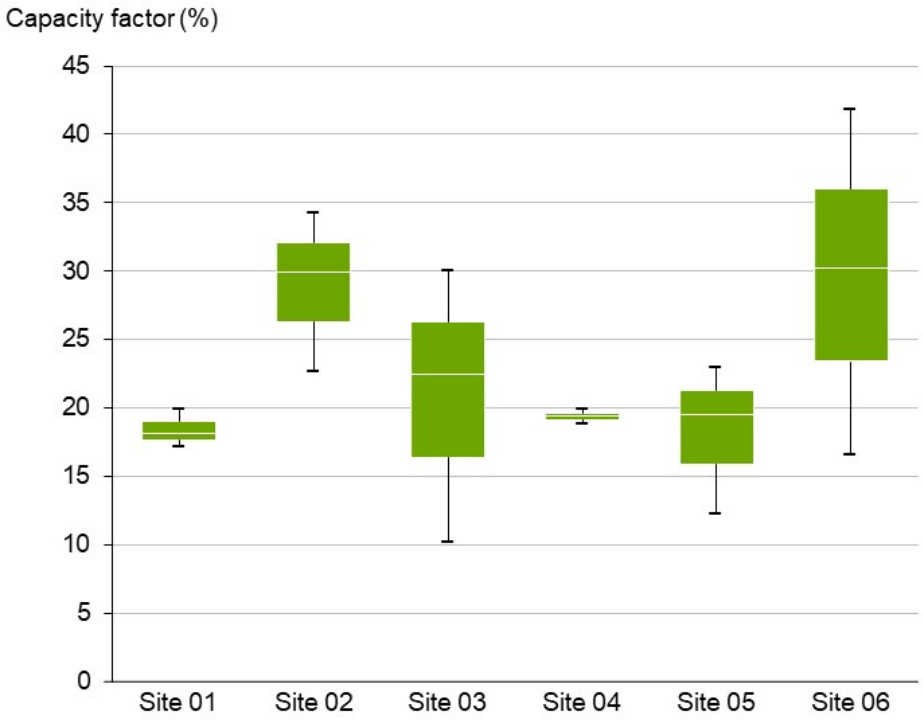
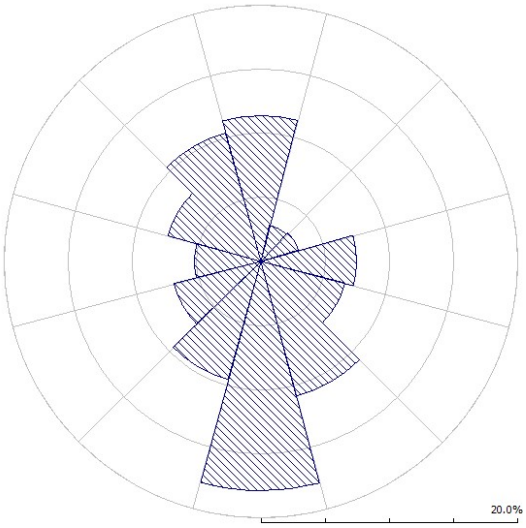
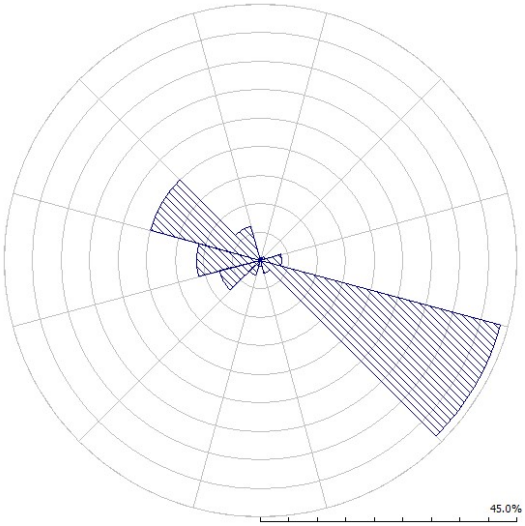


Figure 8: Box and Whisker graph of wind resource capacity factors

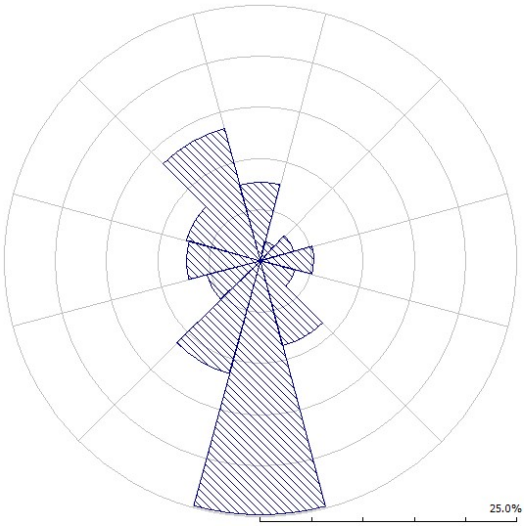
The generalised wind climate is essentially a statistical summary of the wind resource at each site, showing the wind direction distribution (as a wind rose) and the wind speed distribution as a graph of wind speed probability. The wind speed distribution is usually represented as a Weibull distribution, which gives a good representation of average wind speed and the variations thereof. The wind roses of the six sites are shown in the following figures.



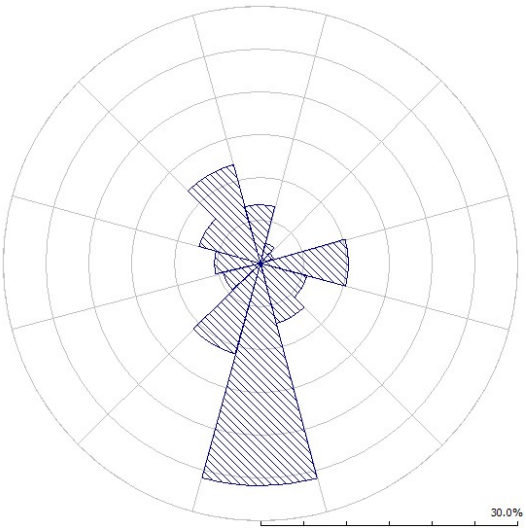
Site 01



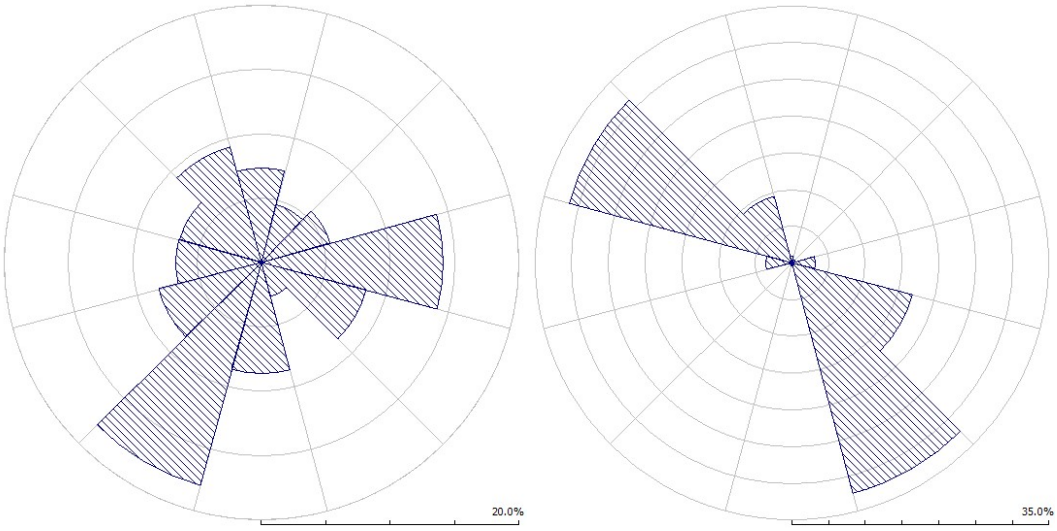
Site 02



Site 03



Site 04



Site 05 Site 06

Figure 9: Wind roses of the six considered sites

Because this analysis was performed at generic sites and heights, it does not represent the exact yield that a potential farm may produce. A computer flow model must be conducted before an exact development yield can be obtained, allowing one to precisely estimate the wind climate across the terrain and at various heights. Software such as WAsP and WindPro can be used to model computational flow. This will provide a precise wind farm design as well as the estimated production of each wind turbine generator based on its location.

Furthermore, while the evaluation can be carried out using modelled data, it is recommended that a measurement campaign be carried out using one of the traditional approaches. These include a wind met mast or a Lidar, both of which have grown in popularity as a result of their capacity to be deployed at short notice.

2.3. Utility

2.3.1. Overview

The main supplier of electricity to Stellenbosch Municipality is Eskom. As in the rest of the country, there are also customers in this region that are directly supplied by Eskom. The demand of customers who are supplied directly from Eskom is not considered in this study. Only municipal demand is discussed further.

This section presents the electricity supply by Eskom to the Stellenbosch Municipality. A total of three Eskom Points of Delivery (PODs) exist across the municipality. For Pniel, Stellenbosch Municipality purchases electricity from neighbouring Drakenstein Municipality and sells it to their customers in Pniel and the surrounding areas, also a total of three PODs within the Pniel supply area. All the PODs are on Eskom's Megaflex tariff structure. For modelling purposes, we assume all voltages are larger than and equal to 66 kV and smaller than and equal to 132 kV (≥ 66 kV & ≤ 132 kV).

Electrical demand, as used in this study, refers to both energy (kWh) and peak capacity (kVA). The following table provides a summary of the Eskom electricity purchases, directly from Eskom and indirectly from Drakenstein Municipality. The top of the table provides energy related metrics and the bottom, capacity.

The municipality has an annual Bulk Electricity Purchase of 392 GWh, which is about 4% of the City of Cape Town's demand (which in turn is about 4% of the national demand (around 250 TWh)). Stellenbosch and Cloetesville PODs constitute 80% of the purchases. Low Demand (LD) and High Demand (HD) seasons[3] are also considered to determine if the region follows the national trend of increased usage during the HD season (hence the use of "high"). The seasons are normalised by number of days. Interestingly Franschhoek has a relatively lower HD requirement which may be due to high amounts of tourism in the summer months.

Table 12: Summary of electricity purchases (Eskom and Drakenstein) for 2021/22 (July 2021 to June 2022)

	Stellenbosch	**Cloetesville**	**Franschhoek**	**Pniel**	**ALL**
	Eskom (1 POD)	**Eskom (1 POD)**	**Eskom (1 POD)**	**Drakenstein (3 PODs)**	
LD GWh	187	42.1	34.3	25.4	289
HD GWh	67.3	16.2	11.6	8.0	103
Annual GWh	**254**	**58.3**	**45.9**	**33.3**	**392**
relative	65%	14.9%	11.7%	8.5%	
HD:LD ratio (normalised)	1.07	1.14	1.00	0.93	1.06
MD (MVA)	51.2	12.3	9.4	6.9	75.5
NMD (MVA)	60	16	10	9	95

[3] Same demand seasons as Eskom are followed, namely high demand is June to August and low demand is the rest of the year

	Stellenbosch	Cloetesville	Franschhoek	Pniel	ALL
	Eskom (1 POD)	Eskom (1 POD)	Eskom (1 POD)	Drakenstein (3 PODs)	
MD:NMD	0.85	0.77	0.94	0.77	0.79
Load Factor	57%	54%	56%	55%	59%
LF x MD:NMD	0.48	0.42	0.52	0.42	0.47

*LD (Low Demand), HD (High Demand), MD (Maximum Demand), NMD (Notified Maximum Demand)

The sum of the peak demands in 2021 was 75 MVA. This excludes diversity and is simply the sumof the peak demands for each POD. With diversity, the peak demand for the municipality overall would be lower.

Stellenbosch has the 'best' load factor[4] of 57%. Having a larger customer base provides for, *ceteris paribus*, greater diversity which would likely translate to a better load factor. The load factor is mostly dependent on the customer mix but Demand Response (DR) measures, such as ripple control, can be employed to improve the load factor. Cloetesville has the 'worst' load factor is likely indicative of a higher residential customer base.

A metric that the municipality has more control over is the Maximum Demand (MD) to Notified Maximum Demand ratio. As with the Load Factor, the ideal is 1 but this would lead to excessive penalties when MD is above NMD. Franschhoek is operating close to its NMD which may cause penalties in the future if not managed correctly.

The following figure illustrates the time of use (TOU) split. The average time of use for the municipality is 41% Off-Peak, 42% Standard and 17% Peak, which are typical values. The supply areas are fairly uniform in this regard. Pniel is slightly different with a relatively higher Off-Peak ratio.

[4] The load factor is the average load relative to the peak load over a period, one means the two are equal and thus a constant load

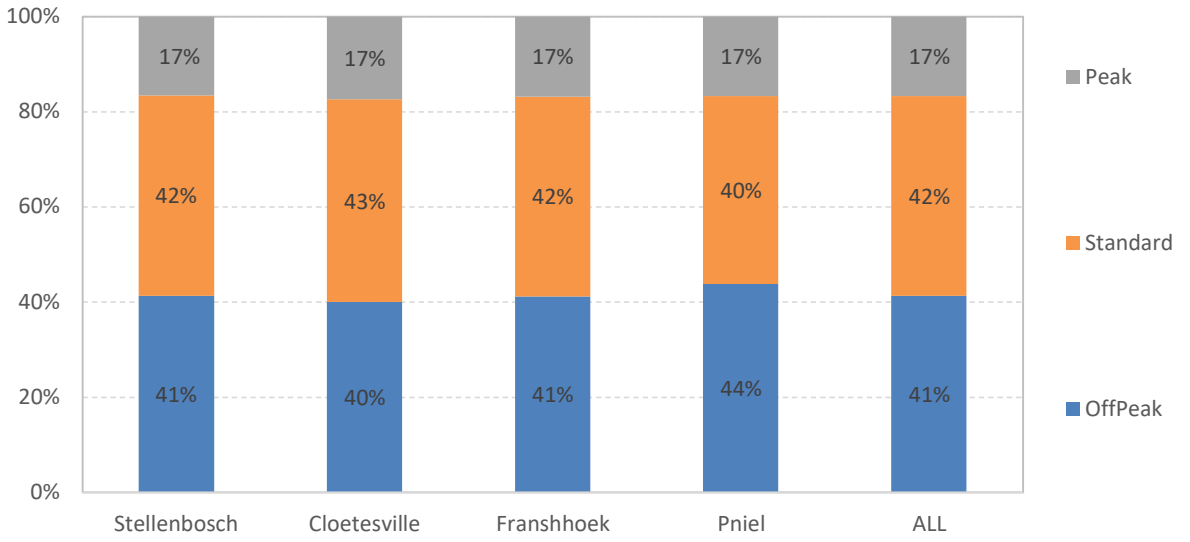


Figure 10: Bulk Purchases - TOU energy split

The following figures present the demand duration curves for each supply area and for the entire municipality. The acute 'drop' on the right is due to loadshedding during the financial year considered. Pniel experienced the least amount of loadshedding. Overall, the municipality's demand is above 45 MW for 50% of the time and above 30 MW for 90% of the time.

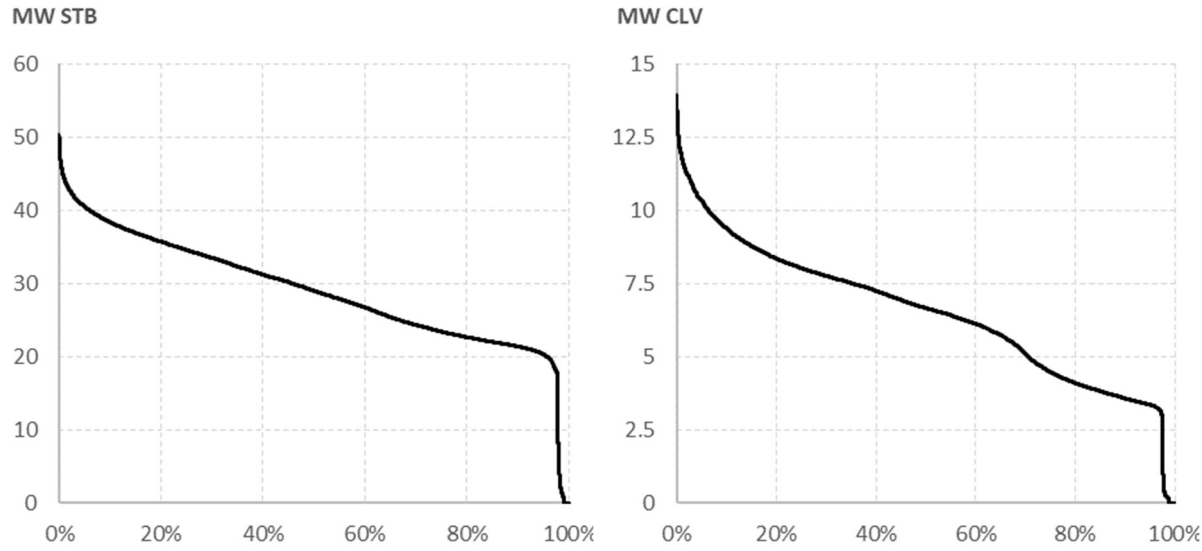


Figure 11: Demand duration curves: Stellenbosch (left) and Cloetesville

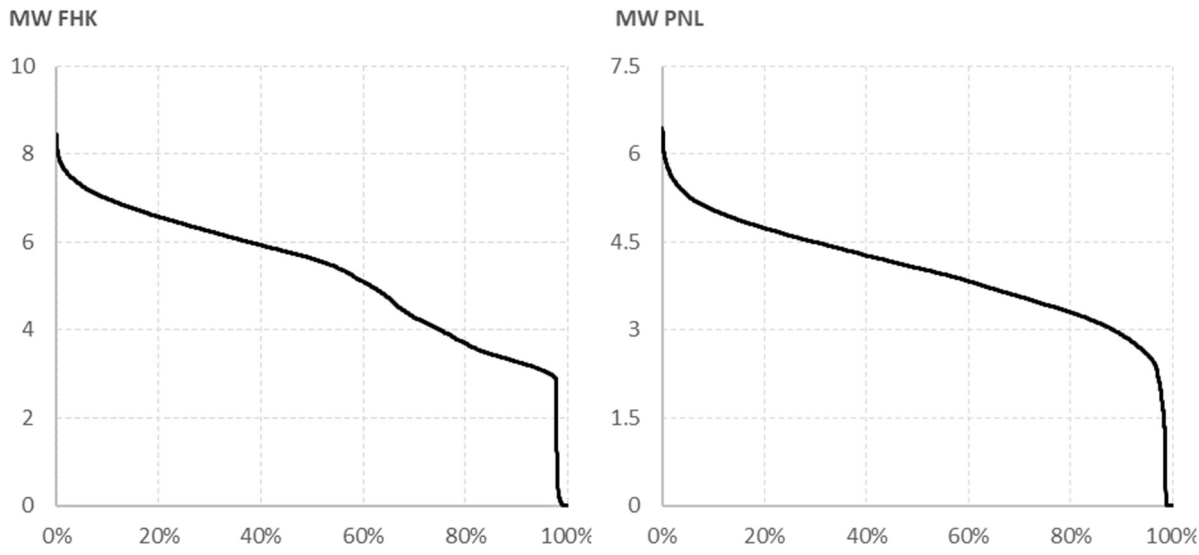


Figure 12: Demand duration curves: Franschhoek (left) and Pniel

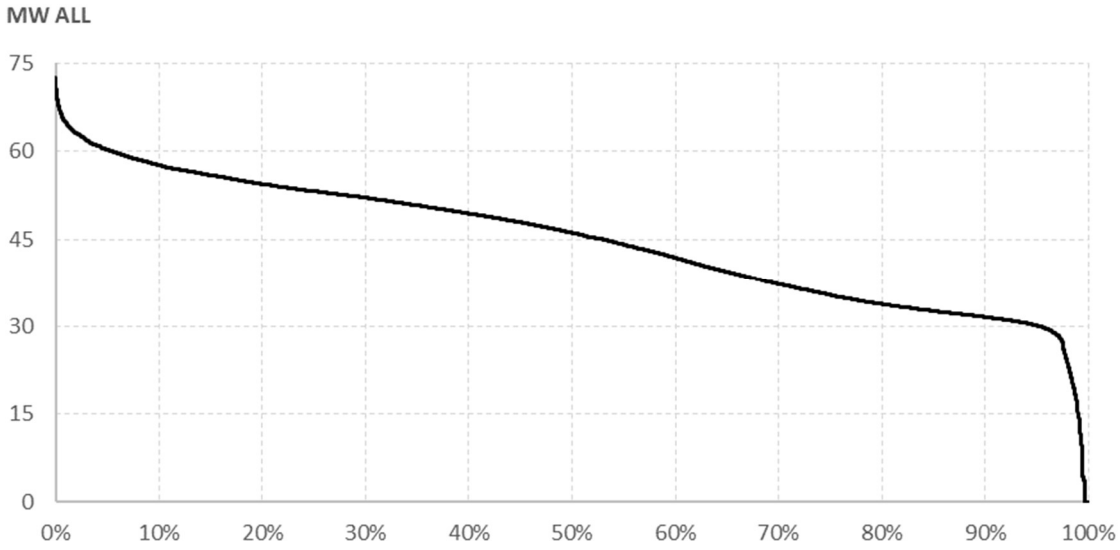


Figure 13: Total demand duration curve for Stellenbosch Municipality

The total cost of bulk purchases of electricity purchased for the 2021 financial year was R 536 million. The majority of which is energy related at 88%, 11% for demand charges and less than 1% for fixed costs.

2.3.2. Stellenbosch Municipality Operated Facilities

The municipality does not currently possess its own electricity generation facilities. However, there are discussions underway regarding options linked to landfill sites. When the details of such facilities are available it should be included in further planning iterations.

3. Analysis and Forecast

3.1. Customer Demand Profiles

Section 2.1.2 provided the current electrical demand of the municipality's customers. This section utilises that data to extract representative hourly demand profiles. It should be noted that this data is only used for the rooftop analysis (Section 4). For capacity expansion planning (Section 0) the hourly demand data that was provided is used.

Aligned to Eskom tariff structures, the profiles are provided per demand season (low and high). To account for weekly variation three profiles per week are considered, namely Weekday (Wk), Saturday (Sat) and Sunday (Sun). Therefore, a total of six daily profiles. The daily profiles have an hourly temporal resolution. The annual demand profiles (8760 hours) are made up of the said profiles 'stitched' together.

The Distribution Profile Mixer (DPM) software was developed for Eskom. The generic demand profiles from this software were used for residential (PC1), commercial (PC4) and industrial (PC6) customers, respectively and is shown Figure 14, Figure 15 and Figure 16 respectively. The time presented on the x-axis is the end of the hour, for instance 19:00 is the average demand (kW) from 18:00 to 19:00.

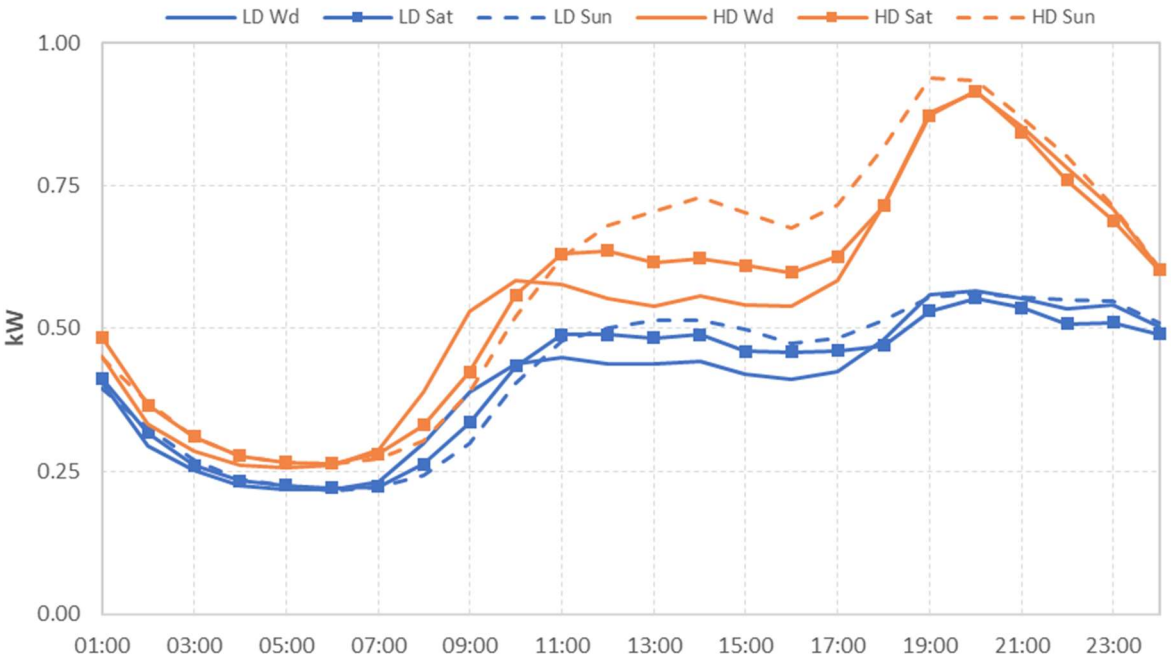


Figure 14: DPM residential (PC1) demand profile

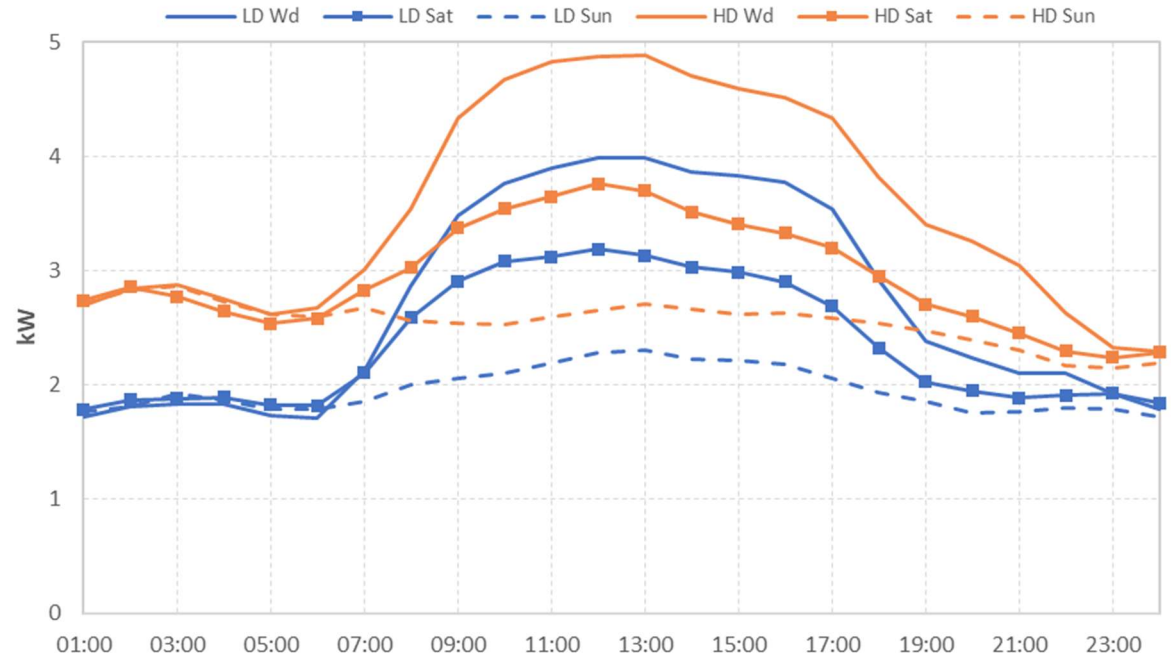


Figure 15: DPM commercial (PC4) demand profile

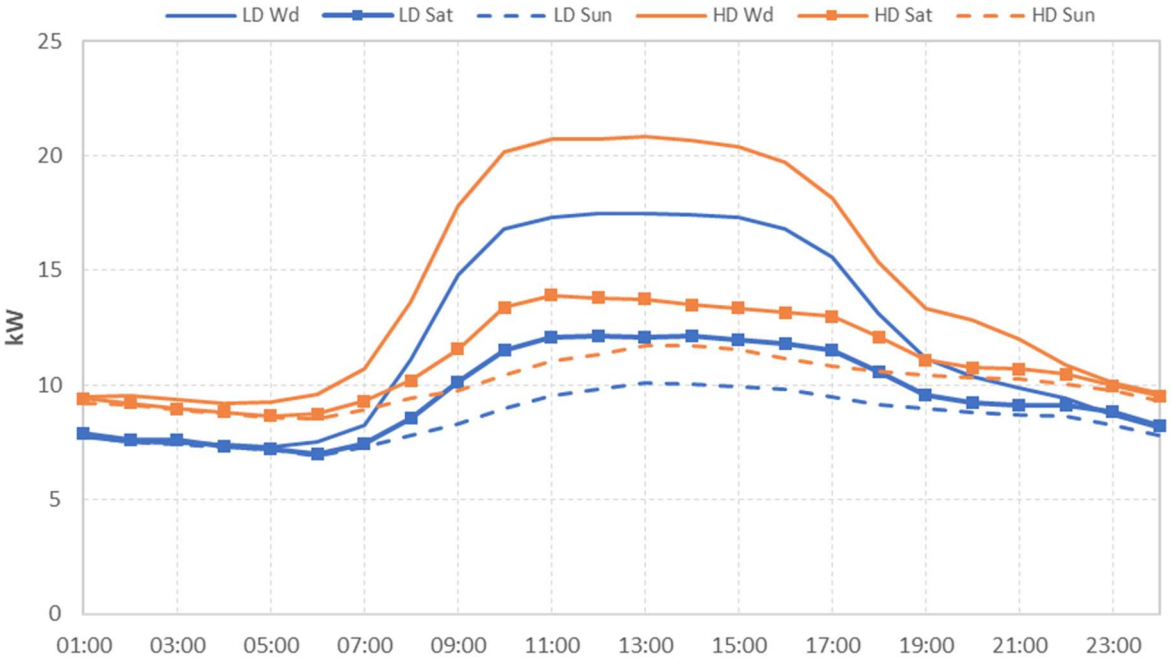


Figure 16: DPM industrial (PC6) demand profile

The process to fit these profiles to the actual customer data is as follows:

1. Low and High Demand ratios of Eskom purchases are noted
2. Annual sales per customer class are noted
3. Apply multipliers to DPM low and high profiles to get the correct seasonal ratio (item 1) and annual sales (item 2)

The fitted profiles plus total losses are summated to derive the municipal demand profile which is equivalent to the Eskom purchases. Loss factors in Eskom tariff book are used, namely 11% for residential, 10% for commercial and 6% for industrial. The loss factors are scaled to achieve the actual total losses.

The derived municipal demand profiles are checked against the Eskom purchases in terms of TOU. The overall alignment is good with an absolute difference of 5.7%, as shown in the following table.

As noted, the annual energy consumption and seasonal variation of replicated profiles are an exact fit to Eskom purchases. The previous table only considers the absolute differences in terms of TOU. Overall, the replicated hourly demand profiles are a good approximation of the actual customer demands. These profiles are inputs to the Rooftop PV Analysis (Section 0).

Table 13: Weighted absolute differences between actual and derived Eskom purchases TOU

	Off-Peak		Standard		Peak		
	Actual	**Derived**	**Actual**	**Derived**	**Actual**	**Derived**	**Errors**
Low Demand	42%	39%	42%	44%	17%	17%	5.7%
High Demand	40%	38%	43%	46%	17%	16%	5.6%
Annual (weighted average)							**5.7%**

3.2. Technology Costing and Learning Rates

Capacity expansion planning is sensitive to, amongst others, technical performance and technology costs. Technology costs are specified in Section 5.5.3. For this study two technology scales are considered, namely embedded/distributed and utility scale. For embedded generation, only solar PV rooftop is considered.

3.2.1. Solar PV

3.2.1.1 Utility scale solar PV capital costs and learning rates

Figure 17 and Figure 18 presents the utility scale solar PV historical capital costs and forecasted learning rates, respectively. The published price for a fixed tilt PV system concentrated around R 13 000 to R 16 000 per kW in 2019 [1], [2], R 16 000 per kW in 2020 [3], [4] and R12 000 to 32 000 per kW in 2022, which are low and high costs published for 2022 [5]. The single axis tracker PV system price per kW published by NREL is R 23 000 for 2020 [6]. By applying a reverse calculation on the published tariffs for REI4P bid window 4 and 5 and using international literature and local experience, R 12 100 per kW is considered to be a reasonable baseline cost price for applications in this study. The forward-looking cost assumption for South Africa, based on the average of published numbers in international literatures [6], [4], [7], [8], indicate a drop in cost of 30%, 46% and 54% by 2030, 2040 and 2050 respectively.

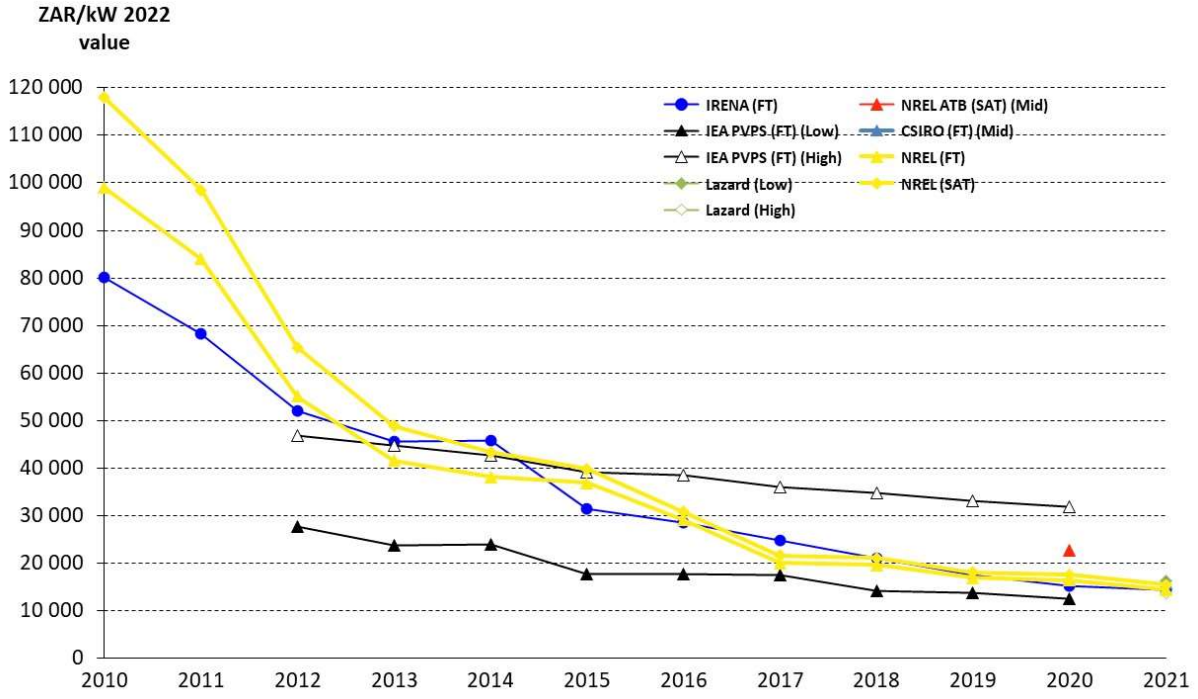


Figure 17: Solar PV system capital costs – utility-scale

Source: NREL 2021, Lazard 2021, IRENA 2021, CSIRO 2021, IEA-PVPS 2021, NREL 2022 ATB

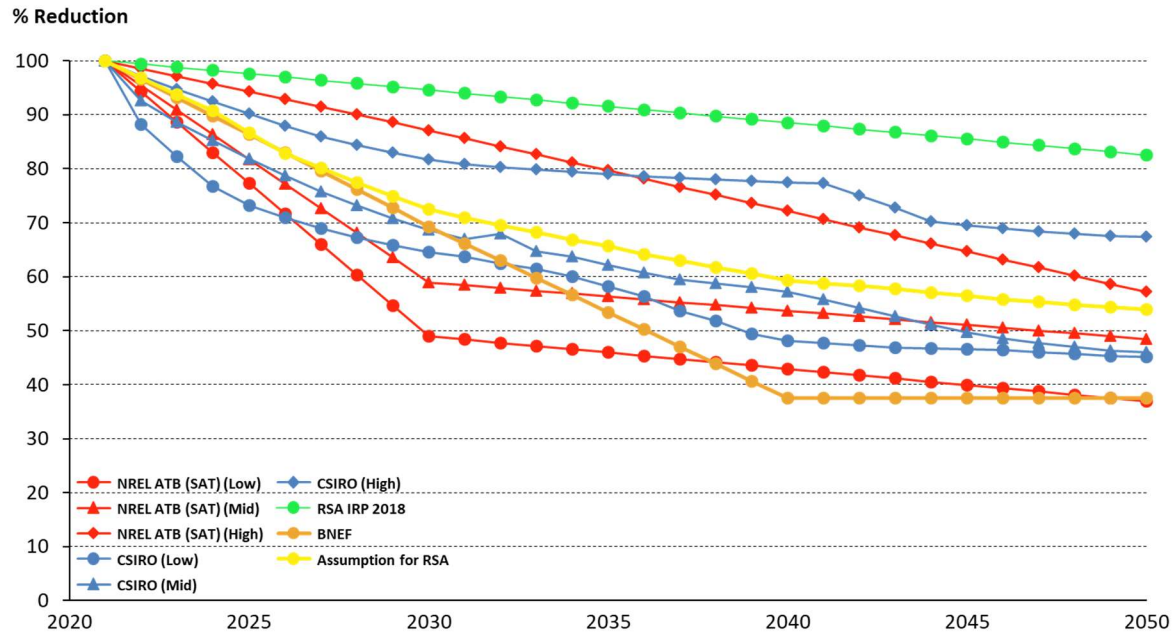


Figure 18: Solar PV learning rates - utility-scale

Source: NREL 2019 ATB, CSIRO 2021, BNEF 2017, IRP 2018, CSIR analysis

3.2.1.2 Commercial scale solar PV capital costs and learning rates

Figure 19 and Figure 20 present the commercial scale solar PV capital historical costs in 2022 ZAR / kW value and forecasted learning rates, respectively. The published price concentrated around R 12 000 to R 20 000 per kW in 2020 based on IRENA for Asian and European regions and CSIR's own experience from the installation of commercial scale rooftop solar PV plants at its campus as part of its Smart Utility Program in 2019 [4] [6]. The price for commercial scale rooftop solar PV in the US seems to be on the very high side compared to the experience in other parts of the world. NREL publish R 27 000 per kW for the US region in 2021 [2]. Lazard published R 23 000 to R 49 000 per kW for the year 2021 [2]. Private communication with an industry body which monitors the regional commercial scale market revealed a mid-range price of R 15 000, R 12 000, and R 11 000 per kW for small, medium, and large commercial installations respectively. R 15 000 per kW is considered as a reasonable baseline cost in 2022 based on international literature review as well as local experience. The forward-looking cost assumption for South Africa, based on the only published number by NREL, indicates a drop of 39%, 46% and 53% by 2030, 2040 and 2050 respectively [6] .

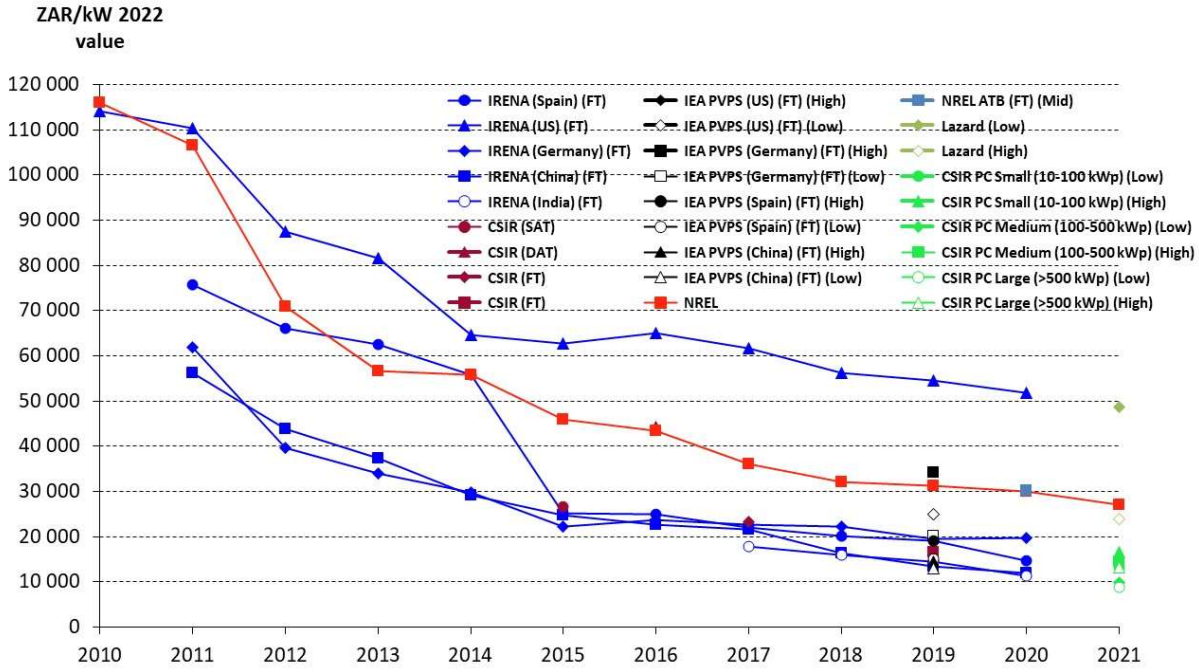


Figure 19: Solar PV system capital costs – commercial-scale

Source: NREL 2022 ATB, IRENA 2021, IEA-PVPS 2021, Lazard 2021, CSIRO 2021, CSIR own experience in 2015,2016, 2017,2019, CSIR private communication in 2021

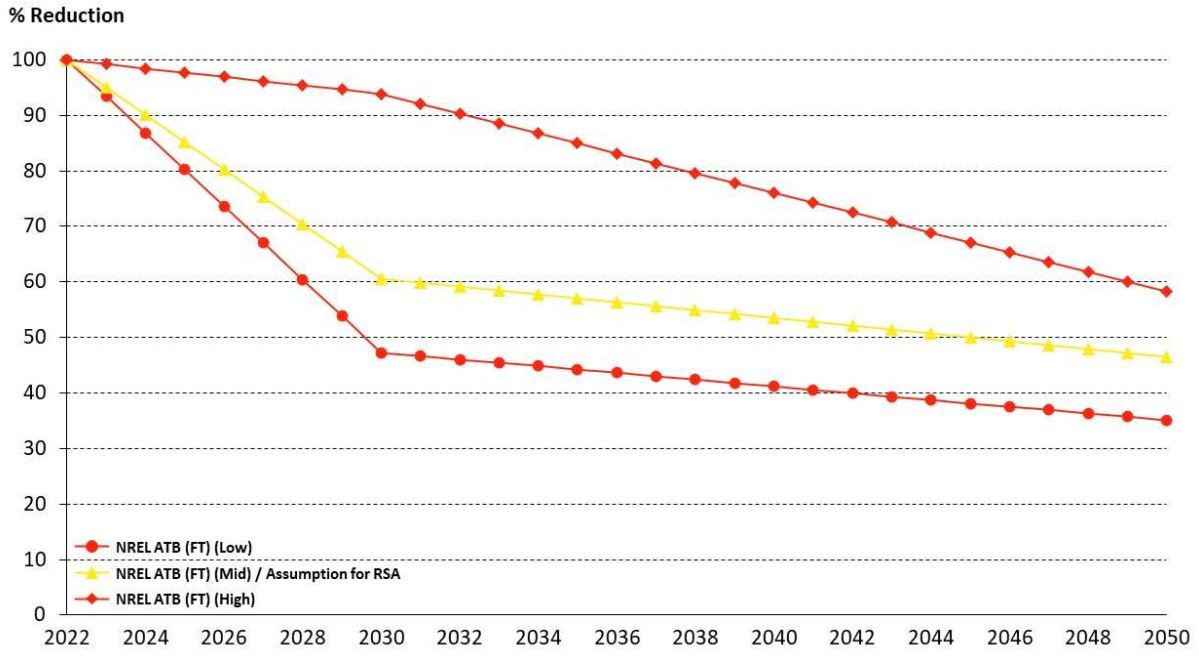


Figure 20: Solar PV learning rates - commercial-scale

Source: NREL 2022 ATB, CSIRO 2021, CSIR analysis

3.2.1.3 Residential scale solar PV capital costs and learning rates

Figure 21 and **Figure 22** present the residential scale solar PV historical capital costs in 2022 ZAR / kW value and forecasted learning rates respectively. The published price concentrated around R 12 000 to 27 000 per kW in 2020 for Asian, European and African region [4] [5], R 29 000 and 49 000 per kW in 2020 globally [6], and R 43 000 to 49 000 per kW in 2021 by Lazard [3]. The price for residential scale solar PV in the US seems to be on the very high side compared to the experience in other parts of the world. IRENA and NREL for US region published R 61 000 and R 46 000 in 2020 and 2021 respectively. Private communication with an industry body which monitors the regional residential scale PV costs revealed a mid-range price of R 37 000 and R 29 000 per kW for small and large residential installations respectively. Based on the international literature review and input from local experience, R 27 000 per kW is considered to be a reasonable baseline cost for application of this study given that the price is closest to IRENA's publication for South Africa [3]. Furthermore, IRENA's costs for commercial scale solar PV matched the CSIR's experience. This is based on CSIR's own PV plants built in 2019 which provide confidence to use the IRENA number for residential scale solar PV [3]. The forward-looking cost assumption for RSA based on the average of published numbers in international literature [4], [6] indicate a drop of 43%, 57% and 65% by 2030, 2040 and 2050 respectively.

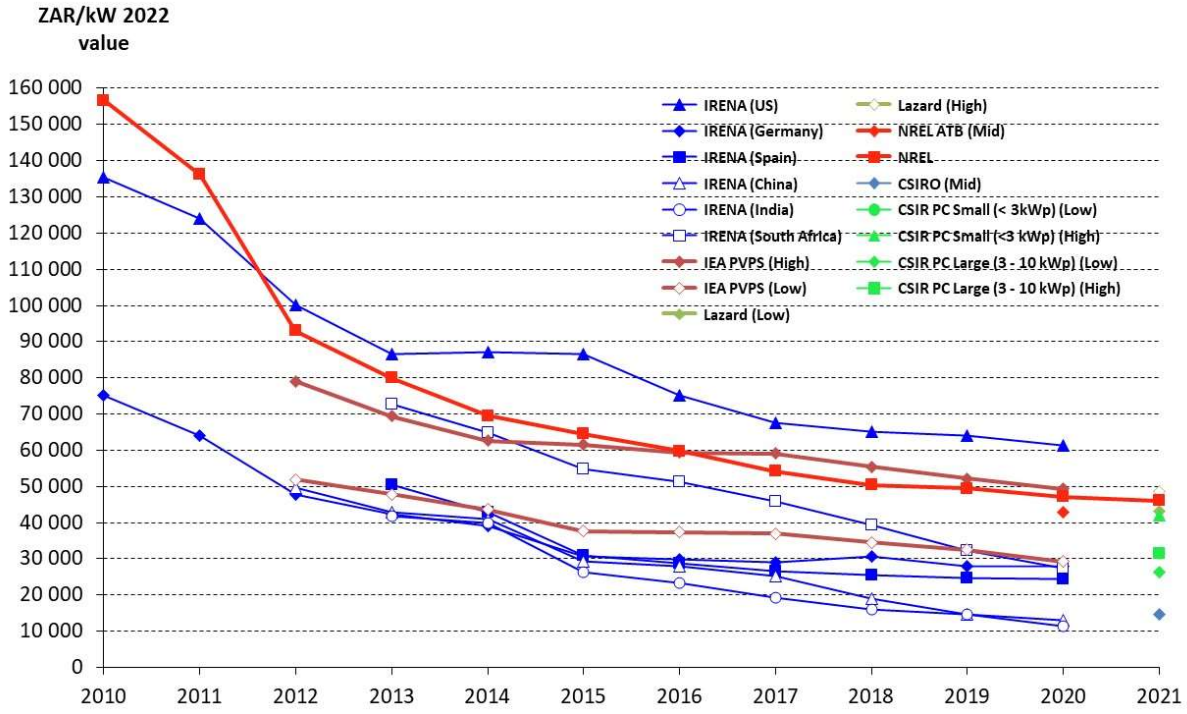


Figure 21: Solar PV system capital costs – residential-scale

Source: NREL 2022 ATB, IRENA 2021, IEA-PVPS 2021, Lazard 2021, CSIRO 2021, CSIR private communication in 2021

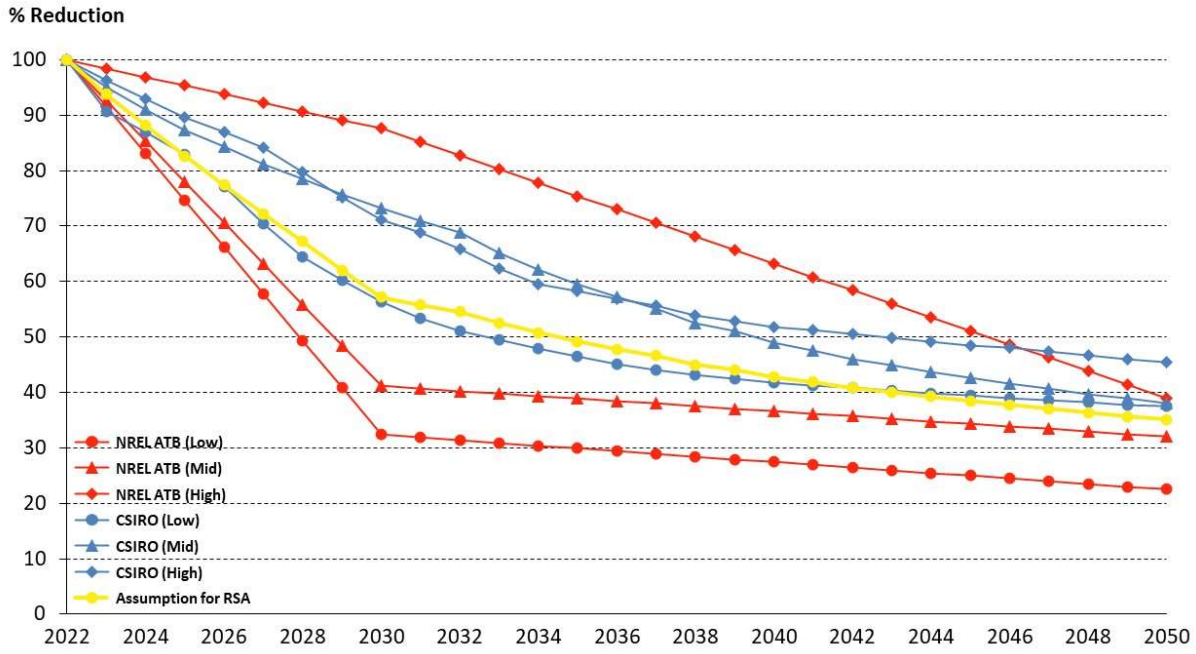


Figure 22: Solar PV learning rates - residential-scale

Source: NREL 2022 ATB, CSIRO 2021, CSIR analysis

3.2.2. Onshore Wind

Figure 23 and Figure 24 presents the onshore utility-scale wind historical capital costs in 2022 ZAR / kW value and the forecasted learning rate respectively. The published price concentrated around R 21 000 to R 25 000 per kW in 2021 as published by IRENA, CSIRO, US DoE [3], [4], [9] and R 17 000 to R 23 000 per kW, which are low and high costs published for 2021 by Lazard [3]. NREL ATB published R 24 000 per kW in 2020. By applying a reverse calculation on the published tariffs for the REIPPPP bid window 4 and 5 projects and based on international literature and local experience, R 14 400 per kW is reasonable to be considered as a baseline cost in 2022. The forward-looking cost assumption for South Africa based on the average of published numbers in international literature (NREL ATB, CSIRO) indicate a drop of 20%, 27% and 33% by 2030, 2040 and 2050 respectively [5], [7].

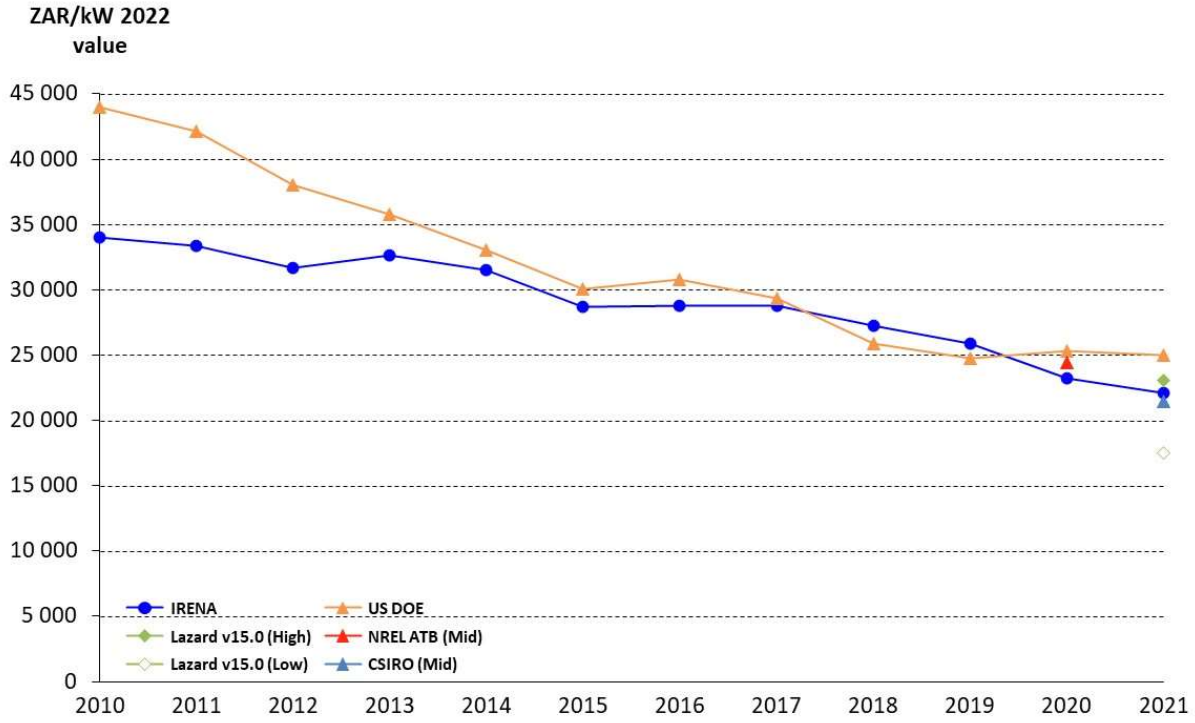


Figure 23: Onshore wind system capital costs – utility-scale

Source: NREL 2022 ATB, IRENA 2021, IEA, Lazard 2021, CSIRO 2021, US DoE 2022

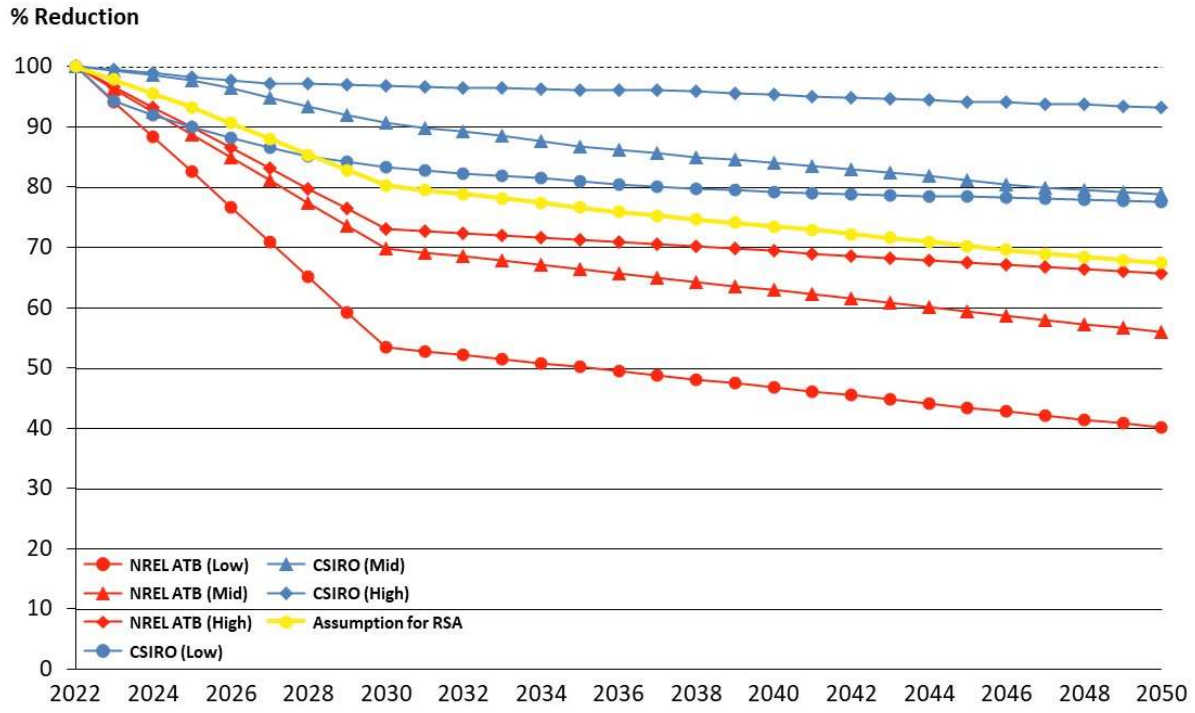


Figure 24: Onshore wind learning rates – utility-scale

Source: NREL 2022 ATB, CSIRO 2021, CSIR analysis

3.2.3. Gas Turbines and Engines

Gas turbines are engines are conventional generation technologies with limited improvement expected in terms of learning rates. The Capex costs are thus asssumed to be constant (in real terms). A summary of cost and technical peformance is provided in Section 5.5.3

3.2.4. Battery Storage

Figure 25 and Figure 26 present the utility scale battery (with 4-hour storage) historical capital costs and forecasted learning rate respectively. The published price concentrated around R 21 000 to R 24 000 per kW for the year 2019 and 2020 as published by NREL and CSIRO [4], [6]. The US DoE published price is R 30 000 per kW in 2020 [10]. Private communication with an industry body reveals a price of R 23 000 per kW in 2021. Based on international literature and local input, R 22 000 per kW is considered to be a reasonable baseline cost. The forward-looking cost assumption for South Africa based on the average of published numbers in international literature (NREL ATB, CSIRO, BNEF) indicate a drop of 44%, 50% and 56% by 2030, 2040 and 2050 respectively [4], [6], [8].

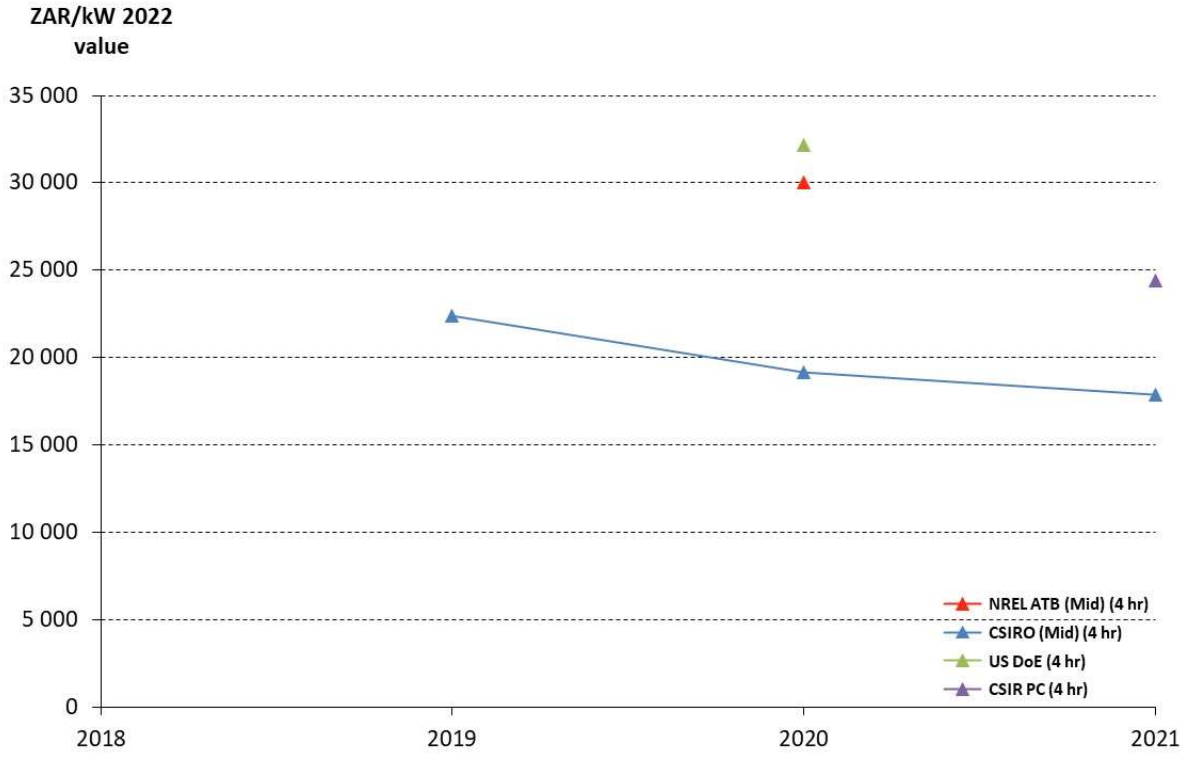


Figure 25: Utility scale Li-ion Battery storage capital costs

Source: NREL 2022 ATB, CSIRO 2021, US DoE 2020, CSIR personal communication

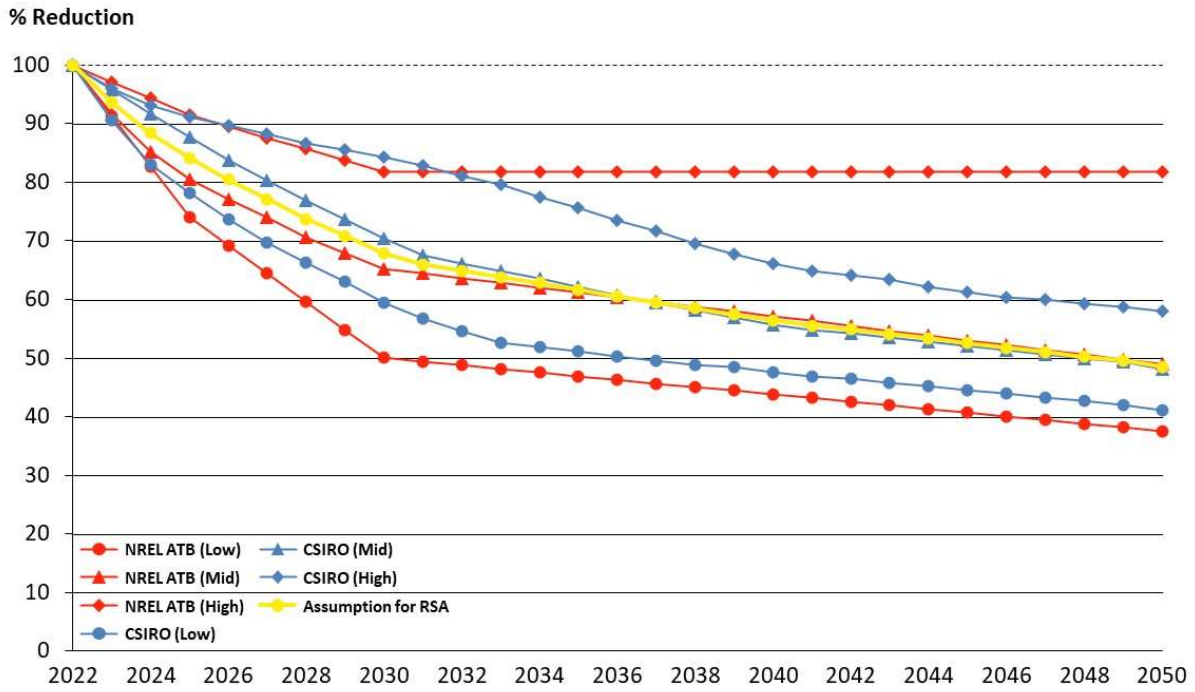


Figure 26: Utility scale Li-ion battery storage learning rate

Source: NREL 2022 ATB, CSIRO 2021, CSIR analysis

3.2.5. Summary of Costing

Numerous references/sources for costing and technical performance data were used in the previous sections and this section provides a summary thereof. Further to, and including, the references from the previous costing sections:

- Lazard (2021) Levelized cost of energy analysis – version 15.0 [5]
- NREL (2021) Annual Technology Baseline (ATB) [6]
- EIA (2020) Cost and performance estimates for new utility-scale electric power generating facilities [11]
- IRENA (2020) Renewable power generation costs in 2020 [1]

Learning rates are only applied to the Capex for Renewables. ICE and OCGT costs are assumed to be constant in real terms. The rest of the costing metrics increase with CPI. Wind and solar PV SAT (single-axis tracking) are informed by the in-depth analysis from previous sections which considered South African projects.

Table 14: Summary of costing and performance data for new generating facilities

Capex [$/kW]	Lazard low	Lazard high	NREL(ATB) low	NREL(ATB) high	EIA	IRENA	Mean	Mean [ZAR*]	Used (ZAR 2022)
Wind	1 025	1350	1 235	1 317	1 265	1 355	1 258	18 868	**14 400**
Solar PV FT	800					883	842	12 623	**12 100**
Solar PV SAT		950	1 229	1 338	1 313		1 208	18 113	**13 930**
ICE					1 810		*1 810*	27 150	**27 000**
OCGT	700	925		914	1 175		929	13 928	**17 000**
Fixed O&M [$/kW pa]									
Wind	25.60	36.00	41.00	43.00	26.34		34.39	516	**500**
Solar PV FT	9.50						*9.50*	143	**140**
Solar PV SAT		13.00		22.00	15.25		16.75	251	**250**
ICE					35.16		*35.16*	527	**525**
OCGT	7.00	21.25		21.00	7.00		14.06	211	**210**
Variable O&M [$/MWh]									
ICE					5.69		*5.69*	85	**85**
OCGT	4.00	5.25		5.00	4.50		4.69	70	**70**
Heat rate [GJ/MWh]									
ICE					8.75		*8.75*		**8.75**
OCGT	8.44	10.34			10.45	10.26	9.87		**10.0**

*assumed 15.0 ZAR:USD exchange rate

A similar procedure is followed for battery energy storage systems (BESS). Lithium-Ion batteries with 4 hours storage are considered for utility-scale projects. An additional for storage was consulted, namelt the US DoE (2020) 2020 Grid Energy Storage Technology Cost and Performance Assessment [10]

Table 15: Summary of costing and performance data for BESS facilities

Lithium-Ion batteries with 4 hours storage	NREL (ATB) low	NREL (ATB) high	EIA	US DoE	Mean	Mean [ZAR*]	Used (ZAR 2022)
Capex [$/kW]	1 147	1 278	1 389	1 643	1 364	20 464	**22 000**
Fixed O&M [$/kW pa]	17.00	19.00	1.48	4.03	10.38	156	**75**
Variable O&M [$/kWh]				0.5	*0.5*	7.50	**0**
Efficiency (round-trip)	85%			86%	85.5%		**86%**

*assumed 15ZAR:USD exchange rate

3.3. Simple Value Analysis of Local Resources

This section provides a simple LCOE (levelized cost of electricity) calculation and an electricity savings value for three VRE technologies:

- On-shore Wind
- Solar PV fixed-tilt (FT)
- Solar PV single axis tracking (SAT) (north-south orientation)

LCOE provides a simple metric for the cost of a technology – the flat rate/tariff that the electricity should be sold at for the project to break-even (NPV = 0). The following table gives the LCOE values for each VRE technology. Stellenbosch town is used a proxy location for the whole municipality. LCOE is useful metric to compare similar projects. The results show that wind is significantly more expensive than PV, but it should be noted that the capacity factor for wind at Stellenbosch town is low. For wind to have the same LCOE as fixed-tilt PV, the capacity factor would need to be 29%. With this simple calculation, the increased costs of single-axis tracking PV are justified. VREs are capital intensive and thus LCOE is sensitive to the discount rate used.

Table 16: LCOE of VREs at Stellenbosch town: utility-scale (discount rate = 10%)

Metric	Units	Onshore-wind	PV fixed-tilt	PV SAT
Capex (2022)	R/kW	14 410	12 100	13 930
Fixed O&M	R/kW per year	500	140	250
Variable O&M	R/kWh	0	0	0
Fuel	R/GJ	0	0	0
Capacity factor		20%	19%	24%
Lifespan	Years	20	25	25
LCOE	R/kWh	**1.25**	**0.88**	**0.85**

Cost is only one-side of the coin. The electricity savings is based on the avoided cost of the municipality purchasing electricity from Eskom. This depends on the timing of the generation output. The Eskom Megaflex tariff for 2022/23 is used (refer to Figure 29) to calculate the annual avoided cost of energy. The results are presented below.

Stellenbosch is located in a winter rainfall area and thus the difference between high (winter) and low demand (rest of year) is significant. For single axis tracking solar PV, an average winter day (June to August) provides only half of the solar input compared to the rest of the year. Wind generation output provides higher amounts of electricity during peak times and off-peak times. The avoided cost of electricity for the three technologies are similar at about R 1.10/kWh.

Table 17: Avoided cost of electricity of VREs: utility-scale (Eskom Megaflex 2022/23)

	Onshore-wind	PV fixed-tilt	PV SAT	Eskom Tariff (R/kWh)
Low Demand ratio	75%	84%	86%	
High Demand ratio	25%	16%	14%	
HD:LD ratio	1.00	0.57	0.48	
LD Off-Peak	47%	22%	20%	0.66
LD Standard	40%	68%	62%	1.05
LD Peak	13%	9%	17%	1.52
HD Off-Peak	49%	23%	22%	0.77
HD Standard	35%	75%	74%	1.41
HD Peak	15%	2%	4%	4.66
Avoided Cost of Electricity	**1.10**	**1.06**	**1.10**	R/kWh

This section provided an understanding of the cost vs value of VREs. Neither of these two metrics are direct inputs to the capacity expansion modelling done in Plexos, as described in **Section 0**. The technologies are selected to minimise the objective function whilst meeting demand.

3.4. Utility

3.4.1. Municipal Demand Profile

The procedure to construct demand profiles for the customers and, ultimately, the municipality is described in **Section 3.1**. The municipal demand profile is shown below in **Figure 27.** As mentioned, the actual hourly demand profiles are used for capacity expansion planning. For interest's sake the derived profiles and a typical low and high demand days are compared in **Figure 28**. Overall, the match is fair. The difference in the sum of the daily profiles (derived vs actual) is about 5%.

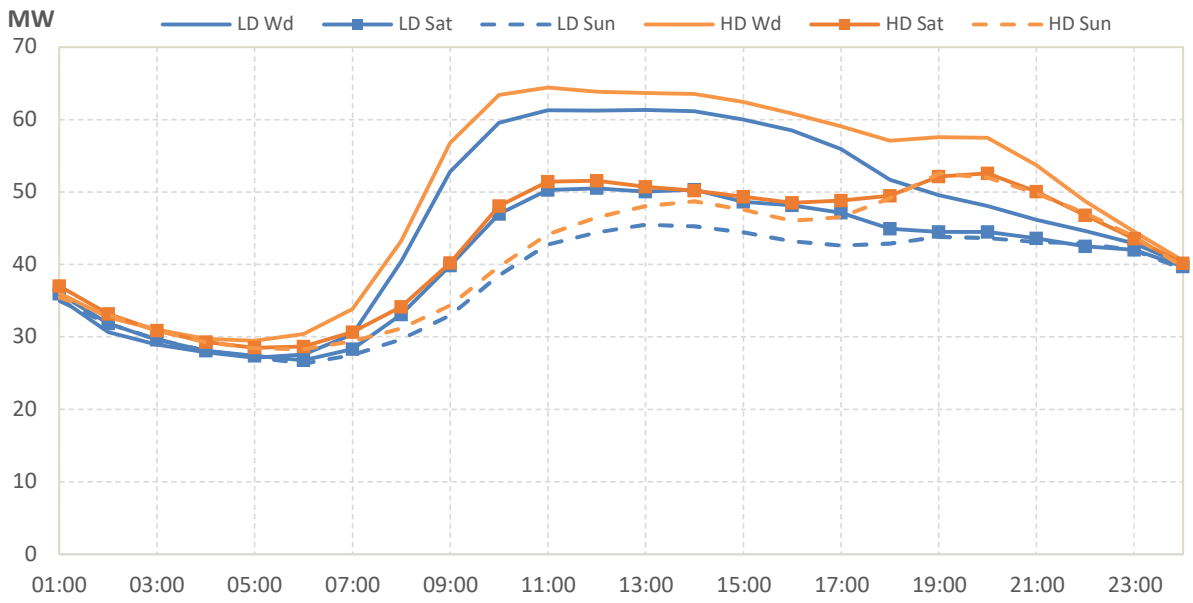


Figure 27: Hourly demand profile for municipality: derived

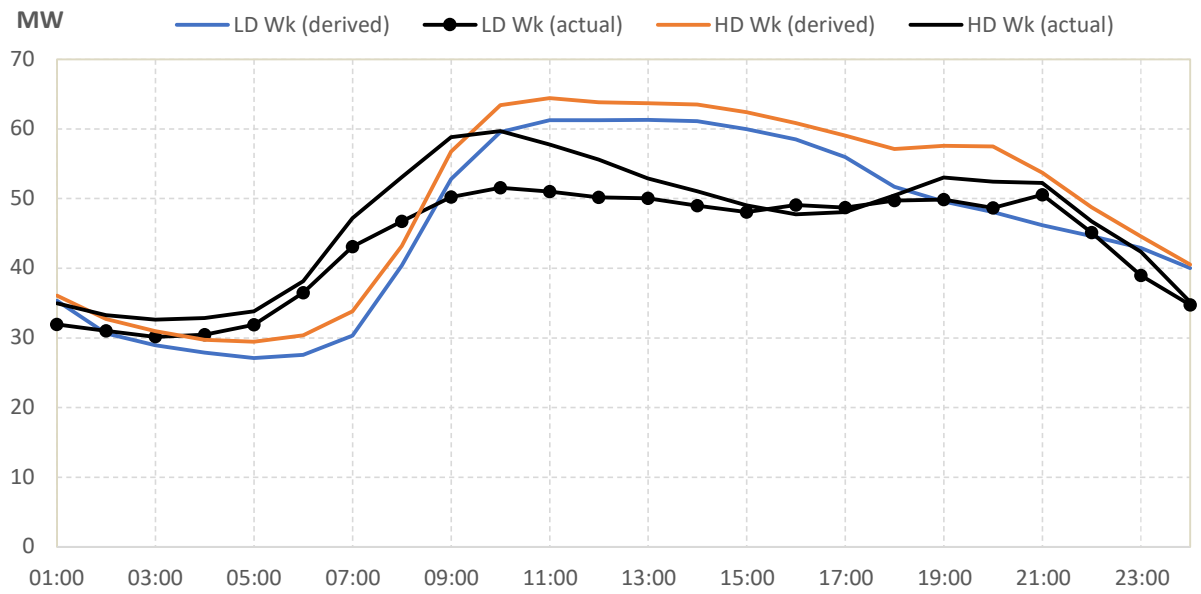


Figure 28: Hourly demand profile for municipality: weekday derived vs actual (black)

3.4.2. Demand Forecast

Demand is conveniently measured by electrical supply provided and refers to both electrical energy (kWh) and peak demand (kVA). This assumes all demand is met.

Demand generally refers to the supply to be provided by the utility (Utility Supply). Total Demand is calculated with the following equation which shows that without Customer Resource, for instance rooftop solar PV, then Utility Supply is equivalent Total Demand, again assuming all demand is met. However, with the recent adoption of embedded (behind-the-meter) technologies Utility Supply is no longer equivalent to Total Demand.

$$\text{Total Demand} = \text{Utility Supply} + \text{Customer Resource}$$

$$\text{Utility Supply} = \text{Total Demand} - \text{Customer Resource}$$

In South Africa the national demand (Utility Supply) has been decreasing gradually for more than a decade. This could be due to a combination of factors, including higher prices (price elasticity), increased energy efficiency and poor economic growth (income elasticity). Customer Resource can reduce own consumption and provide alternative energy supply (export energy), both of which reduce the

Utility Supply. In addition to a strong business case, the increasing levels of unreliability, in the form of loadshedding, are driving the deployment of Customer Resource.

Across South Africa, on average, electricity demand (Utility Supply) is decreasing. Stellenbosch Municipality is expanding and is seen as a higher growth region, thus total electricity demand might be increasing. To investigate this, historic data is required. Unfortunately, due to data unavailability this could not be investigated. Similar to other regions, demand is estimated to decrease by 0.5% per year.

3.4.3. Municipal and Eskom Tariff Projections

A key input to energy planning is the projection of tariffs. This section considers the likely evolution of Eskom and municipal tariffs. Almost all the total annual electricity share is on the Megaflex tariff. Therefore, Megaflex is taken as a proxy for the Eskom tariff. For municipal tariffs the increase is calculated with:

$$\text{Munic tariff increase} = \frac{3}{4}(\text{Eskom increase}) + \frac{1}{4}(\text{inflation})$$

There are several fundamental components of the Eskom Megaflex electricity tariff namely:

- Fixed Charges (R/month) to recover overhead costs and costs that vary with size of customer base;
- Energy Charges (R/kWh) to recover variable costs to meet the customer load.
- Demand and Network Charges (R/kW/month) to recover long-run marginal investments required to meet peak demand;

The following figure shows a graphical illustration of the 2022/23 Megaflex tariff. The TOU composition is provided for both low and high demand seasons. There is a significant increase in tariffs from the low to the high demand season, especially for the peak period – three-fold increase. Assuming the same usage as in 2021/22, the average tariff for low and high demand season are R 1.08/kWh and R 1.82/kWh, respectively. The annual average energy charge is R 1.28/kWh. The bulk of the electricity bill would be concentrated in energy charges (88%), the sum of peak demand charges and fixed charges make up the

rest (12%)..

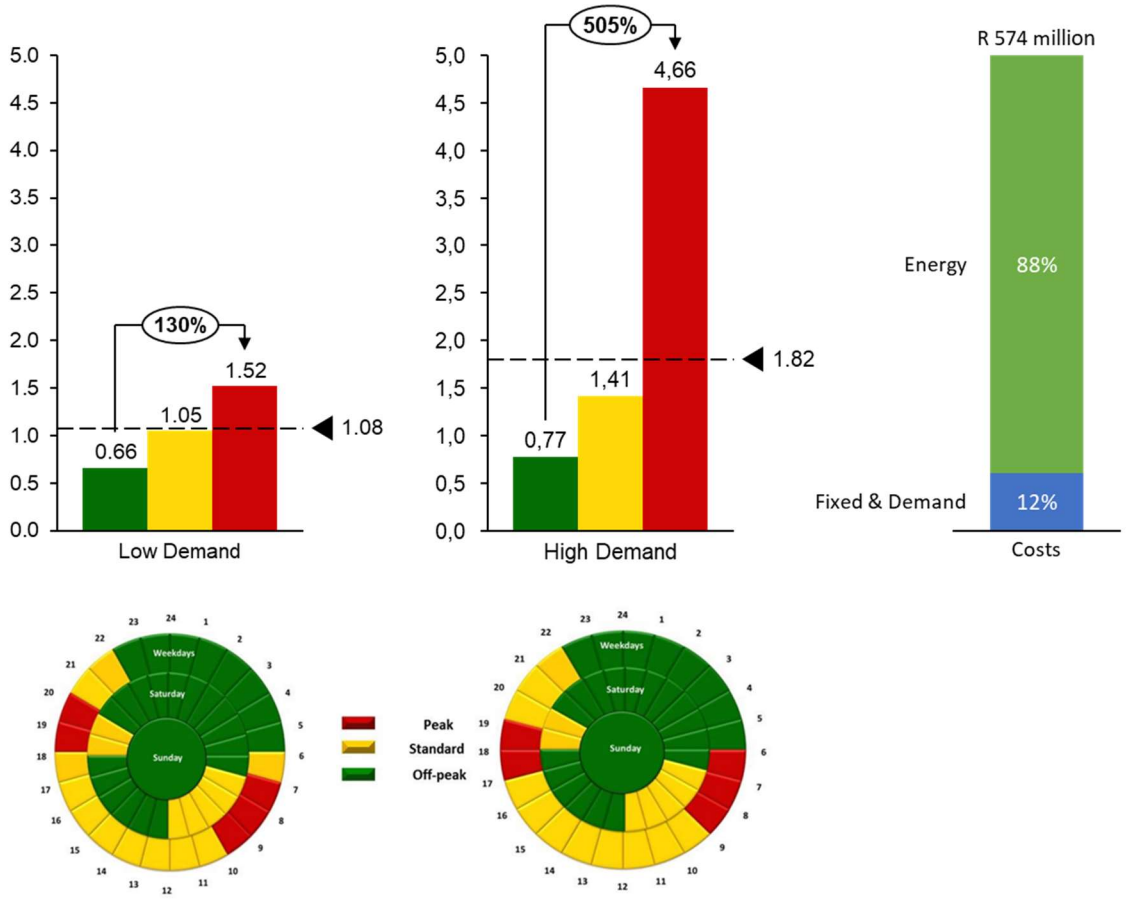


Figure 29: Eskom tariff (2022/23) with a seasonal time of use periods and tariff composition

The difference between off-peak and peak per demand season is shown. There is a five-fold increase in the high demand season which provides a strong business case for energy arbitrage during the three-month high demand season.

In this study, the Eskom tariff was escalated using CSIR's inhouse assumptions based on Eskom's current debt burden amidst a maintenance backlog and IRP inputs. The following figure shows Eskom's tariff escalation year-by-year until 2040. The estimated increases for the overall tariff are (in nominal terms):

- Up to 2025: 12.5% increases
- 2026 – 2030: 10% increase
- 2030 onwards: 7.5% increases

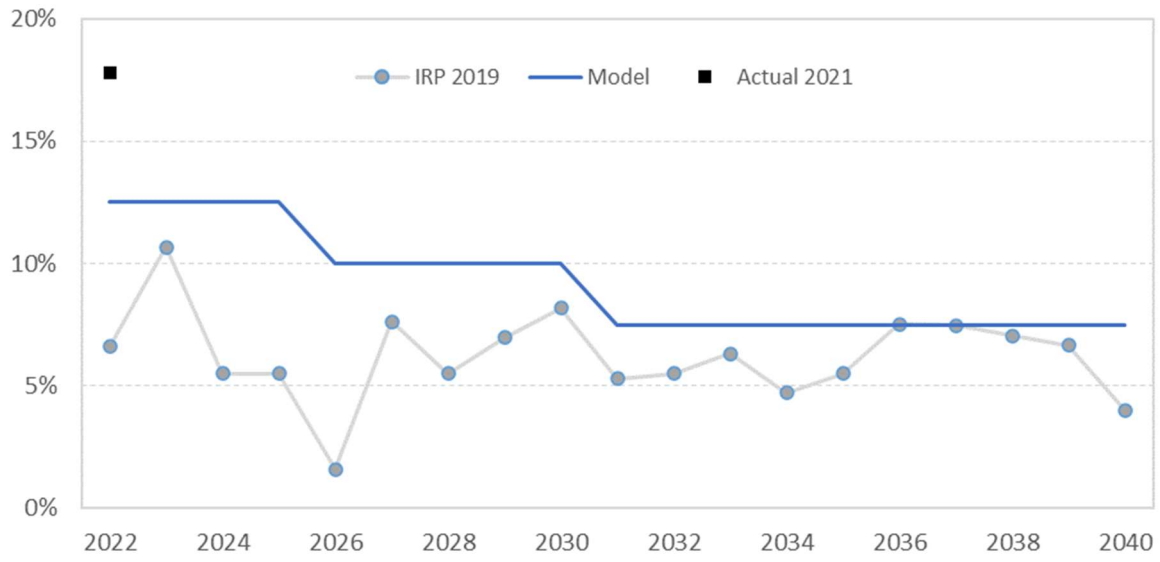


Figure 30: Assumed Eskom tariff escalation (nominal)

In 2017 and 2020, Eskom released documentation [12], [13] which sets out Eskom's strategic direction and objectives for its electricity tariff structures to provide stakeholders with a view of Eskom's long-term plan of action for tariff structures. Some key strategic objectives for tariffs highlighted by Eskom are summarized below:

- Tariffs to be more cost-reflective in structure.
- Tariffs that incentivize customers to stay connected to the grid
- A tariff that enables better management of demand and supply-side options.

All scenarios considered in this report assumed that the structure of the electricity tariff will be altered such that the share of fixed/demand cost charges increase over time while the share of energy charges reduces, however, the energy charges will continue to make up a large amount of Eskom's revenue as shown in **Figure 31** (the solid black line is the same as overall nominal increase in previous figure). Assuming the same electricity consumption structure, **Figure 32** presents the resulting projected tariff composition. The 88% energy share in 2022 declines to 78% and 69% in 2030 and 2040, respectively. Lastly, the projection of the equivalent, energy rate in real terms is shown in **Figure 33**.

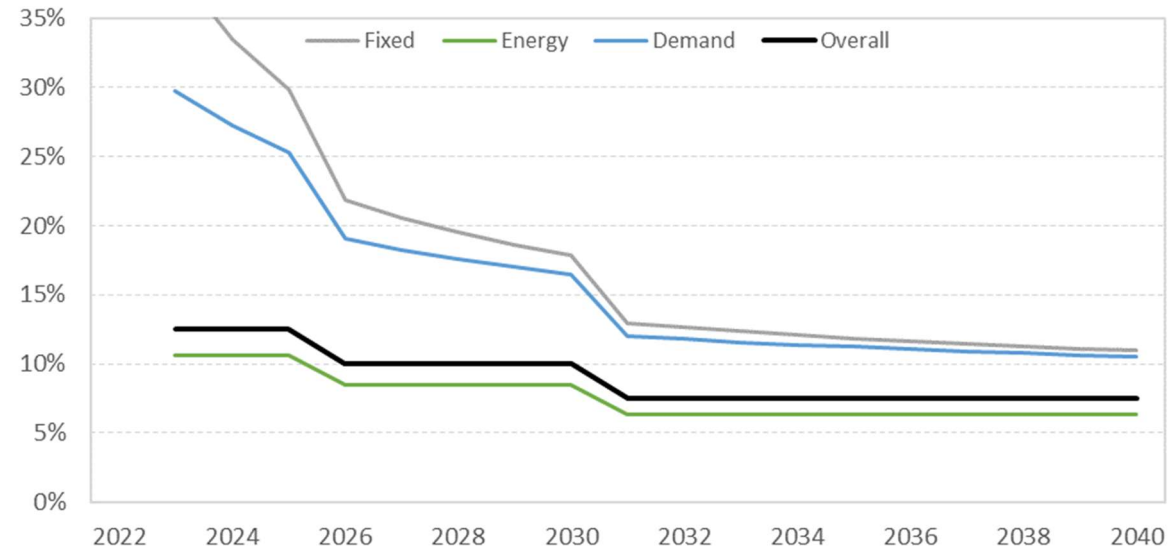


Figure 31: Adjusted tariff drivers between fixed, energy and demand (nominal increases)

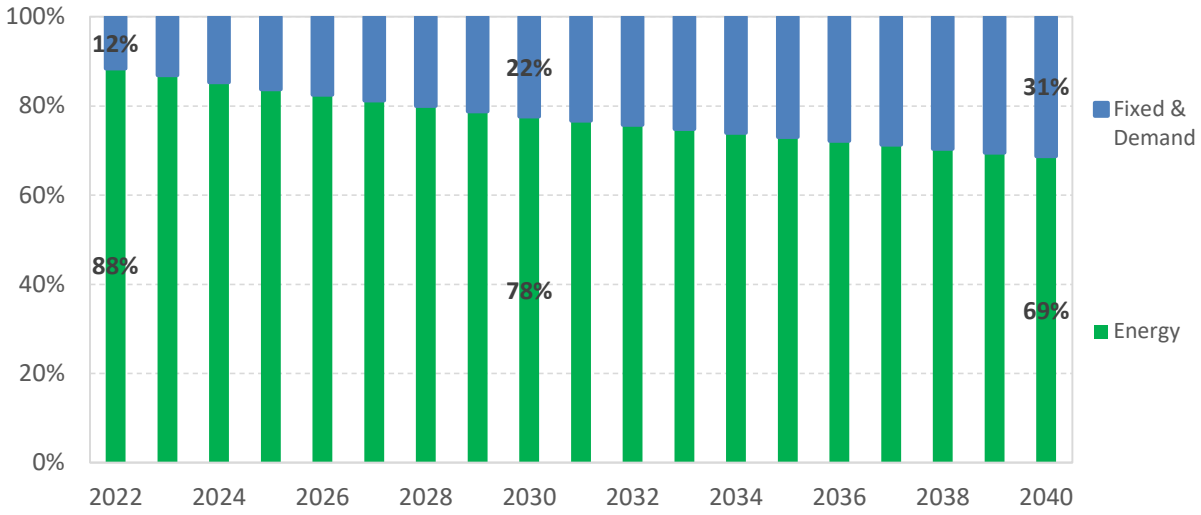


Figure 32: Projected Megaflex tariff composition (assuming same usage patterns)

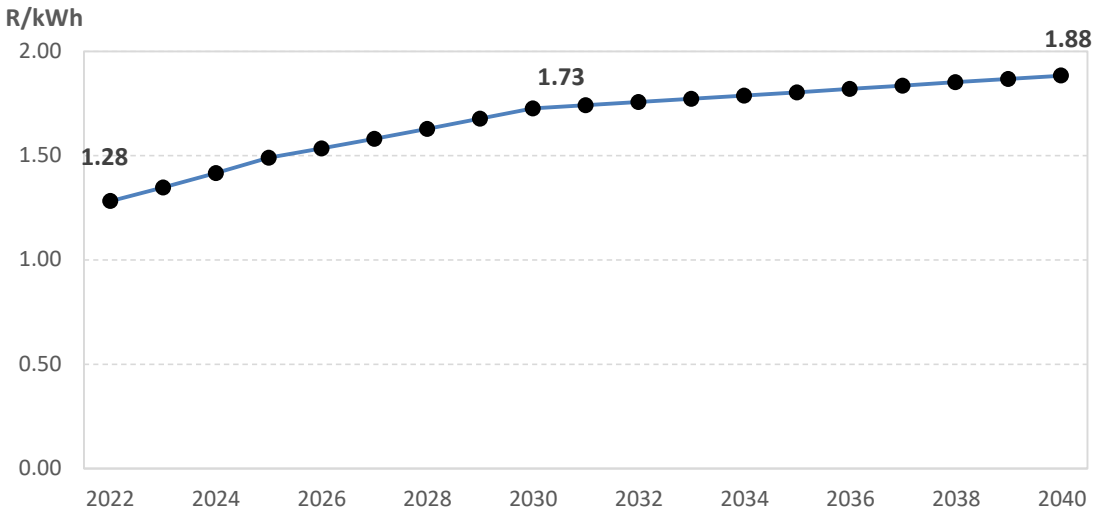


Figure 33: Projected, equivalent energy tariff (real)

3.4.4. Wheeling Charges

A regional optimization (refer to **Section 5.3.2**) approach allows for the wheeling of electricity within the municipality. With a regional approach there is greater freedom to locate power plants in better resource areas, specifically for solar and wind. Wheeling is the usage of Eskom's network to evacuate power. Additionally, wheeling is a service at a charge/fee. The wheeling charge is taken as relative to the Eskom Megaflex tariff (described in the previous section). This is simply equated to 15% of the total Eskom unit cost (R/kWh) = total Eskom cost (R) / total Eskom supply (kWh). The increases in the Eskom tariff translates to higher wheeling charges. The 15% is indicative and is informed by pervious work. The same usage pattern is assumed for the year 2021/22. This translates to a wheeling charge of 22 cents/kWh in 2022 (about $14/MWh), **Figure 34**.

The wheeling cost is a transaction fee meaning that the placement of generation capacity in a better resource area must first overcome this 'penalty' to wheel electricity across the municipality. As noted in **Section 2.2.2**, there is limited variation in the solar resource across the municipality (10% difference between highest and lowest sites), it is thus not expected that wheeling would be deployed for solar power plants. However, there is much greater diversity amongst wind sites.

Wheeling is discussed in general in the next section.

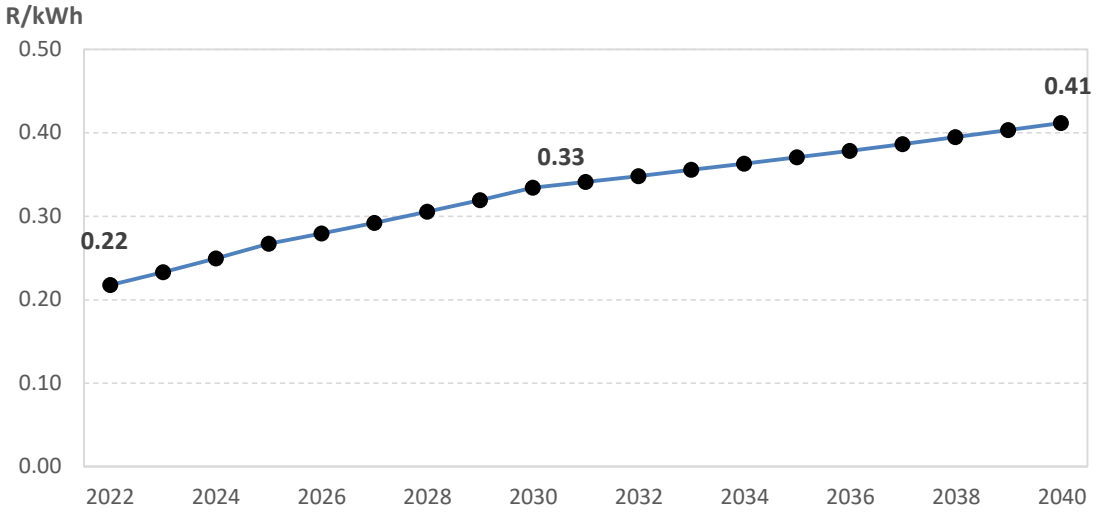


Figure 34: Projected wheeling charge (real)

3.4.5. Interconnection Network

Stellenbosch municipality currently receives supply from Eskom at Stellenbosch Substation at 66kV, at Cloetesville Substation at 66kV, at Franschhoek Substation at 66kV and at Kylemore substation at 11kV. Figure 35 shows the Eskom HV network which supplies these three substations. For this network the transmission source is at Muldersvlei MTS which in turn supplies Stellenbosch and Safariland substations via 132kV. Cloetesville and Kylmore substations are supplied from Stellenbosch substation at 66kV and Franschhoek substation is supplied from Safariland substation via Wemmershoek at 66kV. The network between Kylemore and Wemmershoek is normally open as shown in the figure below.

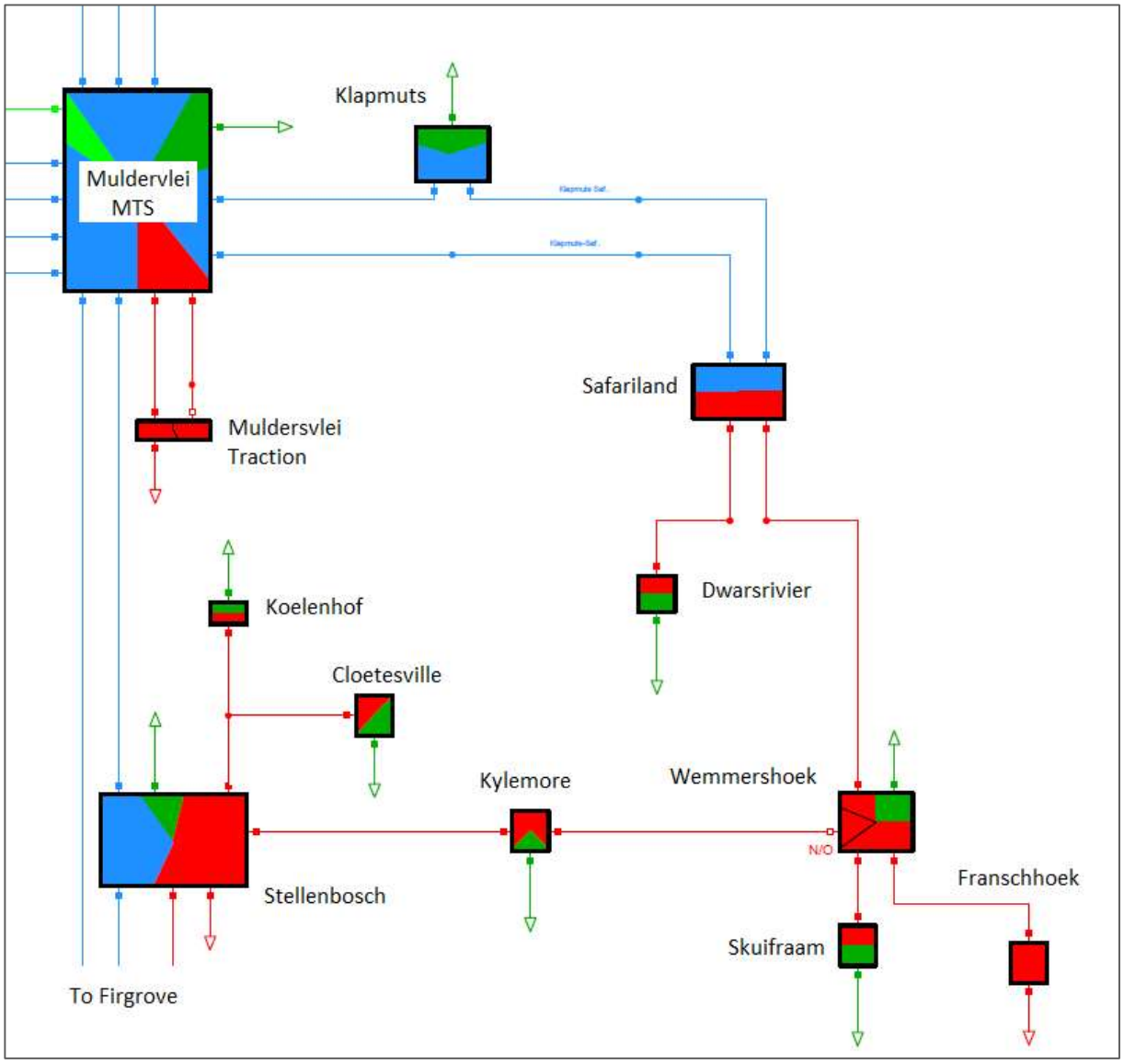


Figure 35: Eskom Polkadraai HV Network

The following figure shows the Stellenbosch substation diagram. Stellenbosch substation has 2 x 132/66kV 80MVA transformers and a third 132/66kV 45MVA transformer that is on standby. The municipality takes supply at 66kV at Stellenbosch substation as well as at Cloetesville with another 11kV supply point at Kylemore (Pniel).

Figure 37: Franschhoek substation diagram [Eskom EWOU Single Line Diagram]**Figure 37** shows the Franschhoek substation diagram. Franschhoek substation is supplied via a radial 66kV line from Wemmershoek substation and the municipality takes supply at 66kV at Franschhoek substation.

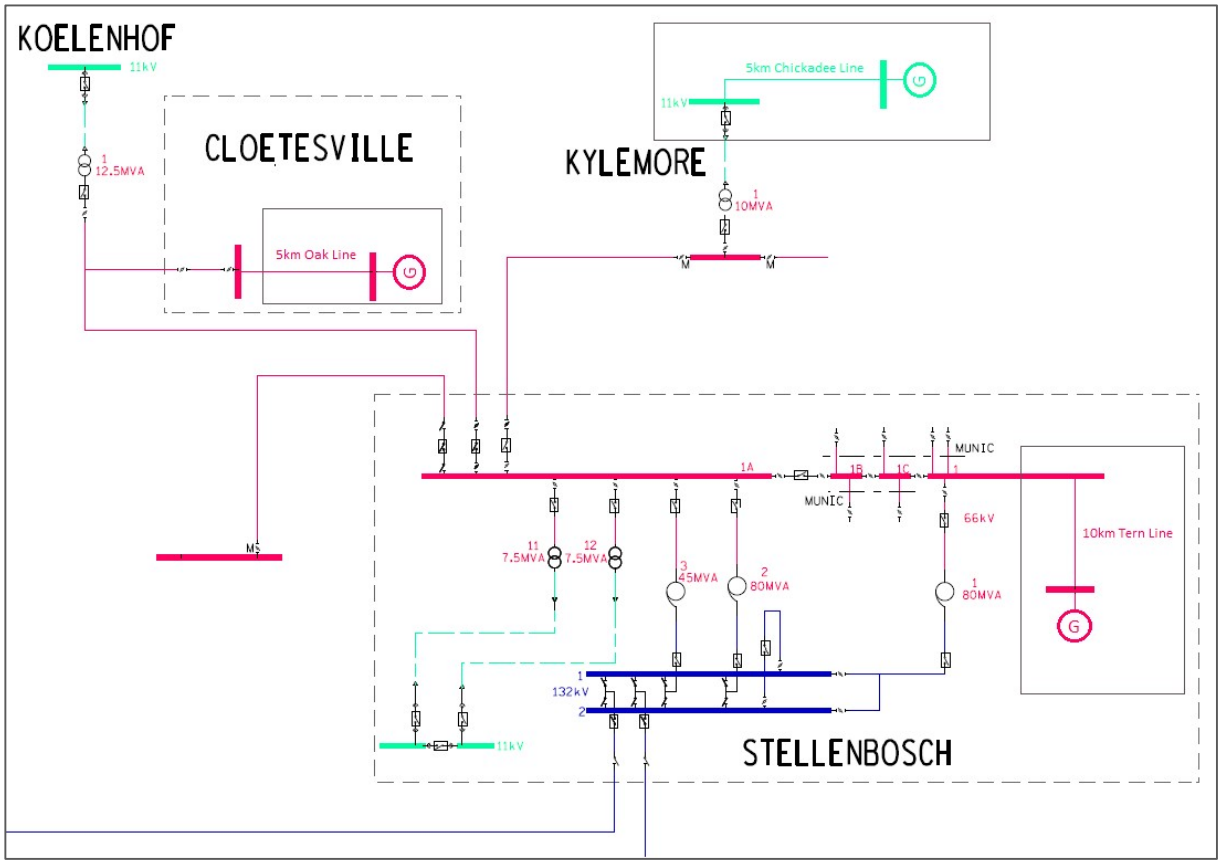


Figure 36: Stellenbosch substation diagram [Eskom EWOU Single Line Diagram]

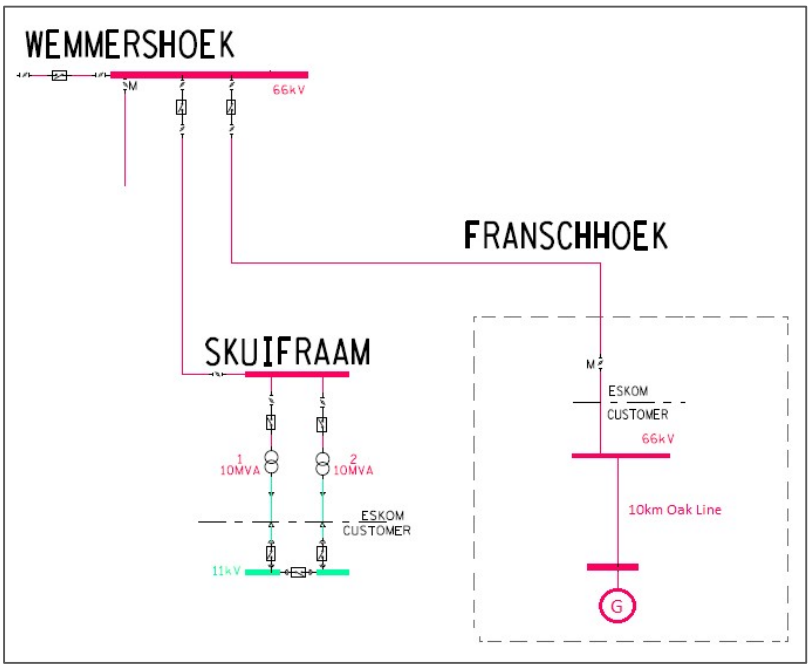


Figure 37: Franschhoek substation diagram [Eskom EWOU Single Line Diagram]

Grid integration studies were performed to determine the maximum amount of generation that can be connected at each of the municipal supply points with the possibility to wheel power generated in one specific area of the municipality to another area by making use of the Eskom grid.

The grid integration studies were performed using Digsilent Powerfactory Software and the latest network data as obtained from Eskom WCOU Planning was used for the simulations.

Four separate simulations were performed for each supply point and for each simulation a renewable energy plant was connected at the specified municipal supply point. The following steady-state simulation studies were performed, and the size of the plant was increased incrementally until one of the grid integration technical limits was reached:

A. Power flow analysis under various operating scenarios (loading and generation) at the point of connection. The following scenarios were studied:

   i. High load, high generation

   iii. Low load, high generation

B. For each scenario, the following limits and system impacts were studied:

   i. Equipment thermal loadings

   ii. Busbar voltage levels at the POS

C. Rapid Voltage Change (RVC) Test

The technical criteria that were studied and the limits that need to be adhered to are as follows [South African Grid Code, Version 10.0, National Energy Regulator of South Africa, August 2019]:

- Thermal limits: 80% of equipment rating
- Busbar voltage levels at the POS: 0.95p.u. – 1.05p.u.
- RVC limit: 3%

The RVC and busbar voltage level results for the grid integration study for each of the supply points are shown in Table 18. These limits were reached before the network thermal limits were reached and are the limiting factors when considering the size of the generator that can be connected. The table shows the maximum generator capacity that can be connected at Stellenbosch, Cloetesville, Franschhoek and Pniel taking account of the technical limits.

For the studies it was assumed that the generator plant would be a certain distance away from the substation. The distances that were assumed, as well as the line conductor that was used for the study, is shown in **Figure 36** and **Figure 37**. Should the distance be different than what was assumed, the POS busbar voltage and RVC values will change.

Table 18: Grid integration study results and maximum generator capacity per municipal supply point

		Low Load		High Load	
	Maximum generator capacity	**Voltage at POS BB**	**RVC%**	**Voltage at POS BB**	**RVC%**
Stellenbosch	**72 MW**	1.049	1.45	1.052	1.8
Cloetesville	**18 MW**	1.056	1.55	1.01	1.6
Franschhoek	**29 MW**	1.051	2.8	1.03	2.4
Pniel	**2 MW**	1.055	3.3	1.06	2.7

From the above able, it can be seen that VRE generation with a maximum size of 72 MW can be connected at Stellenbosch substation, 18MW can be connected at Cloetesville substation and a 29 MW plant can be connected at Franschhoek substation. Due to Pniel receiving supply at 11kV only a very small plant (2MW) can be connected there.

4. Rooftop PV Analysis

4.1. Overview

Rooftop PV is a customer resource. To identify the potential of rooftop PV, and ultimately the adoption rate, a three-step process is followed:

1. Determine technical potential based on available rooftops
2. Calculate the business case for rooftop PV
3. Estimate the adoption rate

4.2. Technical Potential

4.2.1. Rooftop Area

To estimate available roof space for rooftop solar PV deployment in the Stellenbosch Municipality, the following spatial datasets were used:

- Open Buildings [14] which depicts buildings footprints and area in m^2
- South African National Land Cover (SANLC) [15]
- Informal settlements (supplied by Stellenbosch Municipality)
- Eskom and municipal electricity supply areas (supplied by Stellenbosch Municipality)

The geospatial analysis used to estimate available rooftop space for solar PV deployment in the municipality was executed using Esri© ArcGIS Pro 2.9.3. The process is summarised in the following figure.

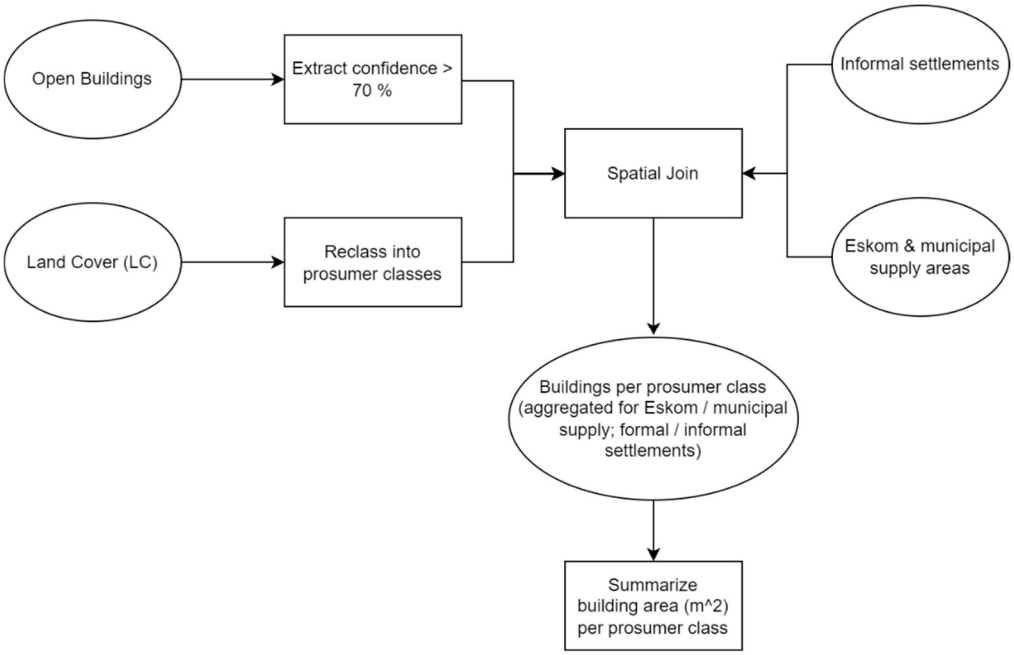


Figure 38: Geospatial analysis process for estimating available rooftop space for PV deployment

The Open Buildings data specifies a confidence rating[5] for each identified building footprint. Building with confidence of > 70 % was found to be reasonably accurate for the purpose of broadly estimating available roof space for solar PV deployment. The building footprints with a confidence rating > 70 % were extracted for subsequent analysis.

The various land cover classes contained in the National Land Cover dataset was used to classify the different customer classes for the municipality. The following detailed land cover classes were categorised and reclassed to represent residential, commercial, industrial, and agricultural customers, as shown in the following table.

[5] The "confidence rating" provides an indication of how certain the data creators are that a footprint is correctly identified as a building – see https://sites.research.google/open-buildings/ for more information on the Open Building dataset.

Table 19: Land cover classes used to broadly represent residential, commercial, industrial and agriculture customer classes

Land Cover class	Customer class
residential formal (bare) residential formal (bush) residential formal (low veg / grass) residential formal (tree) roads & rails (major linear) urban recreational fields (bare) urban recreational fields (bush) urban recreational fields (grass) urban recreational fields (tree) village dense (bare & low veg / grass combo) village scattered (bare & low veg/ grass combo)	Residential
industrial landfills mine: tailings and resource dumps mines: extraction pits, quarries mines: surface infrastructure	Industrial
commercial	Commercial
commercial annual crops non-pivot irrigated commercial annual crops pivot irrigated commercial annual crops rain-fed / dryland cultivated commercial permanent orchards cultivated commercial permanent vines fallow land & old fields (bare) fallow land & old fields (bush) fallow land & old fields (grass) fallow land & old fields (low shrub) fallow land & old fields (trees) fallow land & old fields (wetlands) smallholdings (bare) smallholdings (bush) smallholdings (low veg / grass) smallholdings (tree)	Agricultural

The reclassed land cover data was joined spatially with the Open Buildings, Eskom and municipality supply areas and informal settlements to produce a new dataset with each building footprint assigned to its corresponding prosumer class, supply area and formal/informal settlement (residential only) in which it is located. The result of this combination is shown in the following figure. Only intersecting

features were retained in the new dataset – i.e., buildings that did not intersect with one of the prosumer classes (often situated in remote / rural areas) were not included in the rooftop calculations

Inaccuracies in the data may be observed, such as those circled in the figure, for example: (a) gaps where footprints with confidence levels < 70 % were excluded from the analysis, this resulted in some buildings being omitted or only partially included in the analysis; (b) larger buildings / buildings with complex roof structures registering as several smaller footprints; and (c) features (e.g. parking lot) incorrectly registering as part of a building footprint

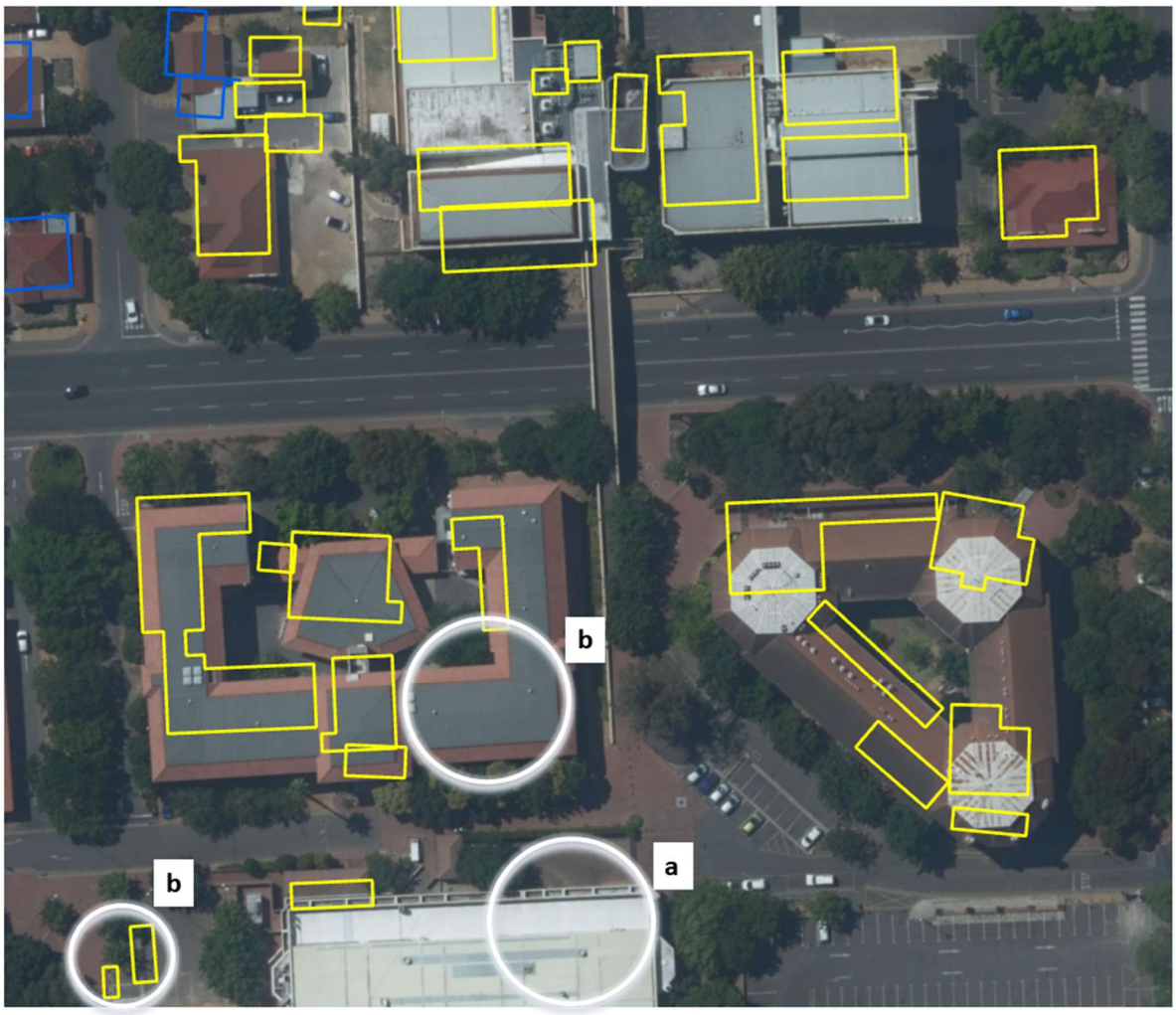
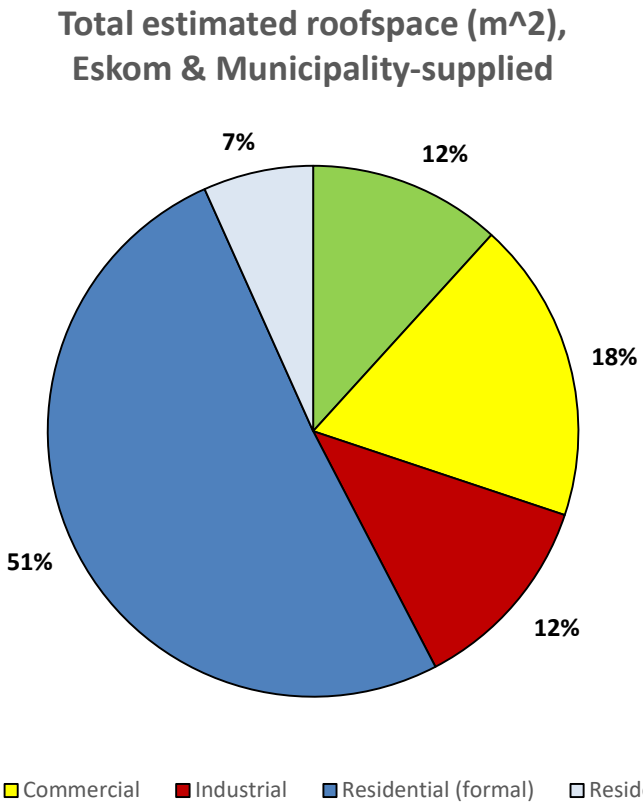


Figure 39: View of a section of Merriman Avenue in Stellenbosch, showing commercial (yellow) and residential (blue) buildings. Some inaccuracies in the Google Open Buildings data can be observed.

Subsequently, the building footprint area (m^2) was summarised to produce estimated total rooftop space, per customer class. The figure below shows total roof space estimates for the entire Stellenbosch municipal area. With residential buildings accounting for approximately half to total roofspace.



Prosumer class	Total estimated roofspace (m^2)		
	Eskom-supplied	Municipality-supplied	Eskom & Municipality-supplied
Agricultural	500,875	138,214	639,089
Commercial	282,578	717,439	1,000,017
Industrial	478,650	188,000	666,650
Residential (formal)	1,486,550	1,285,656	2,772,206
Residential (informal)	239,235	125,096	364,331
Grand Total	**2,987,888**	**2,454,405**	**5,442,293**

Figure 40: Estimate rooftop area (m^2) per customer class

Five (5) random sample points of 200 x 200 m, per customer class (totalling in 20 random samples across the municipality) were generated for visual screening to further determine potentially utilisable roof space for solar PV deployment.

The following assumptions and limitations underpin the rooftop area estimation:

- The spatial analysis aimed to provide a course estimate of theoretically available rooftop space for solar PV deployment. It does not consider technical feasibility or uptake potential of rooftop PV.
- The spatial analysis is based on freely available spatial data, which are subject to inherent limitations with regards to accuracy and precision.
- Inaccuracies in the land cover data will result in buildings being assigned prosumer classes inaccurately.
- Building footprints in the Open Buildings data seem to be less accurate for dense built-up areas and complex roof structures.
- In some instances, larger buildings seemed to register as several smaller individual footprints in the Open Buildings data.
- Buildings that did not intersect with one of the customer classes (often situated in remote / rural areas) were not included in the rooftop calculations.

4.2.2. Installable PV

Figure 41 briefs the process used to determine the usable roof space for potential solar PV installation. Five (5) random sample points per customer class are generated for visual screening to further determine potentially 'reasonable' roof space for solar PV deployment. Figure 42 presents the random 200 x 200 m sample block selected for visual screening. The sampling attempts to establish how much of the GIS identified rooftop area is 'reasonable' for solar PV deployment based on the orientation of roofs in the sample block. In a north-south building, the roof oriented north or any flat roof is considered as 50% roof space available, north facing and east-west oriented roof space is considered 100% available and a mix of north, east and west roof space is considered as 75% roof space available. The shortfall in the consideration is due to exclusion of south facing roof in all applicable cases. This is unique to customer class but the overall "loss" for the region is about 30%. To account for un-usable roof space due to shading, structural and obstructions issues, packing density, etc. a 25% additional loss is applied to determine the usable roof space (from reasonable). Therefore, only a half of the 'reasonable' roof space identified with GIS technique is roughly estimated to be usable. The roof space quantified is in square-meters (m^2). To translate to a technical potential installable capacity (kW_{DC}), the power density of standard 500 Wp panel at 2.07 x 1.13 m dimension is considered. For example, if a 100 m^2 is identified as total roof space available, the installable capacity is 21 kW_{DC} considering all the available space is packed with solar PV modules.

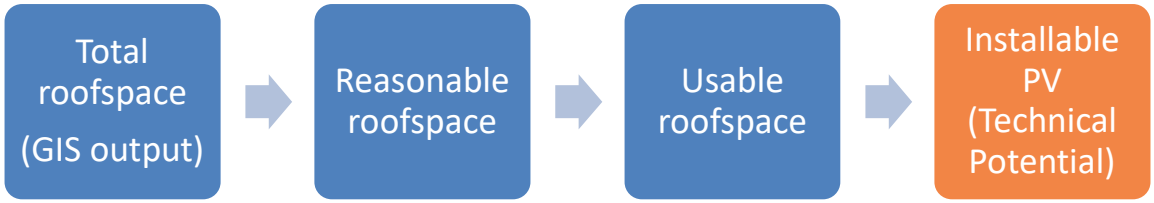


Figure 41: The process to determine installable PV



Figure 42: Sample of 200 x 200 m area identified for visual screening

Figure 43 presents the solar PV installation technical potential (kW_{DC}) per customer class, assuming all the usable roof area is deployed with solar PV systems. The total technical installable capacity across the all the consumers is about 580 MWp from the roughly 2.7 million m^2 total roofspace. Specific yield (kWh/kWp) is determined through multiple simulations for various configurations of roof tilt (0 to 50 deg) and orientation[6] (0 to 90 deg). Average specific yield is used to estimate the potential rooftop PV generation per customer class.

[6]Orientation indicates the direction of built building or roof in reference to true north direction which is termed as 0 deg azimuth. +90 deg is an east facing building and -90 deg is a west facing building. The south facing roof is termed as 180 deg azimuth. Azimuth angle slightly impacts energy productions unless it is not facing true south.

Figure 44 presents the potential rooftop PV generation against electricity demand in 2021, assuming all the usable roof area is deployed with solar PV systems. Obviously, 100 % self-sufficiency cannot be achieved only with PV but this is simply considering the volumetric requirement, not timing. The shape of demand profile plays significant role if only PV system to produce maximum benefit. The commercial class demand profile mostly coincides with peaking PV generation compared to residential class as their peak demand is mostly during early and evening period.

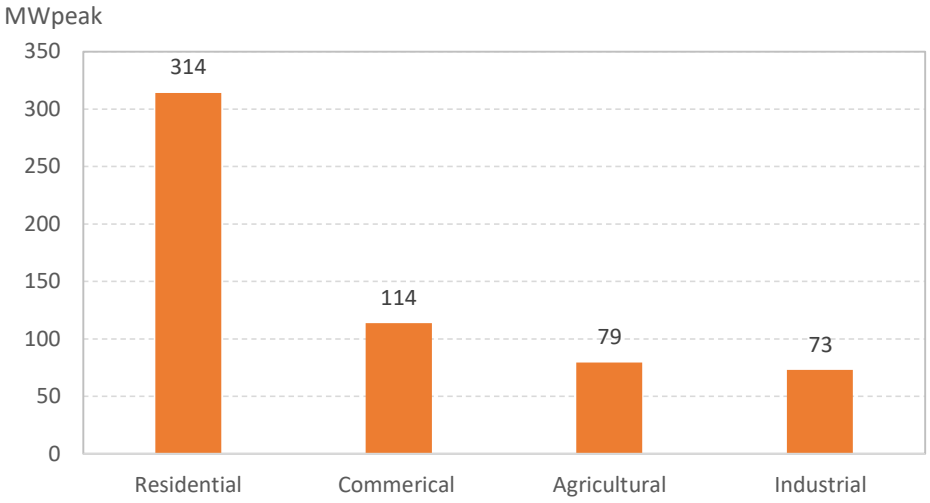


Figure 43: Rooftop PV technical potential

The residential customers have ample roof space to service their own volumetric energy needs through rooftop PV deployment. Just 26 % of the technical potential roof space is sufficient to generate entire electricity demand of residential sector. Similarly, only 8% of roof space is sufficient for commercial and agriculture sector. Industrial consumers need almost double their roof space to cater for their own energy demand. This is reasonable considering industrial consumers having high electricity demand per area footprint in general. The 'line' between commercial and industrial users is somewhat arbitrary so there is likely cross over between these two customer classes. Overall, only 39% of available roofspace identified would be required to meet all the customer's volumetric energy needs.

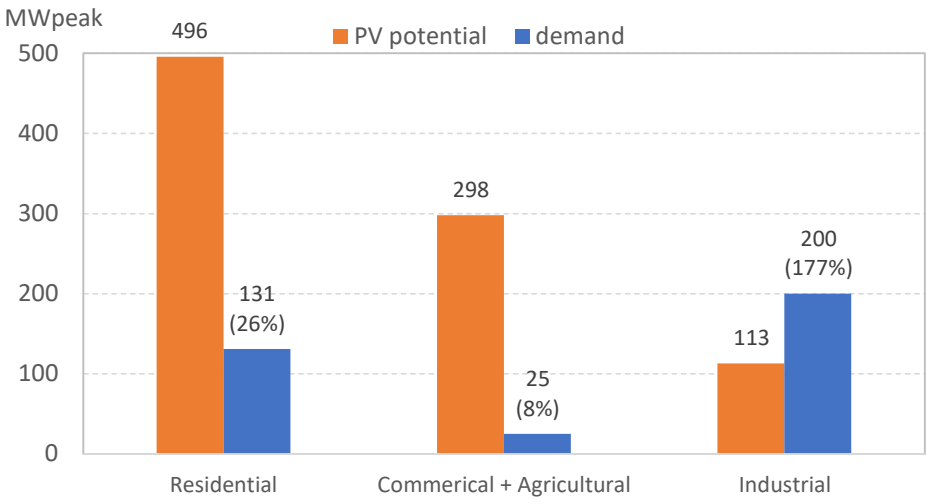


Figure 44: Rooftop PV technical potential against volumetric electricity demand

4.3. Business Case

The business case is based on financial returns of the PV system. Several key inputs impact the business case. These inputs include:

- solar resource
- cost of the PV system
- load profile of the consumer
- tariff structure

4.3.1. Methodology

The techno-economic simulations were run using NREL's System Advisor Model (SAM version 2021.12.2) [16]. This software enables techno-economic simulations for a multitude of renewable energy technologies. A PV base model was created in SAM using the 'PVWatts-Battery, Residential' design platform. Next, various scenarios were simulated using the PySAM python library designed for SAM. The critical inputs to the model are documented below in order that they appear in the SAM GUI.

4.3.2. Location and Resource

A weather file for downtown Stellenbosch was downloaded from the PVGIS website to simulate the expected irradiance and temperature profiles. The monthly daily average solar irradiance and the plane of array irradiance vary with the season. The summer months in Stellenbosch receive more the twice the solar energy compared to winter months.

Table 20: Solar resource metrics for Stellenbosch based on 25-degree fixed tilt facing north

Month	Daily average solar irradiance kWh/m2 per day	Plane of array irradiance kWh/m2
Jan	7.7	239
Feb	7.7	215
Mar	7.1	219
Apr	5.9	178
May	2.8	87
Jun	3.5	105
Jul	4.5	140
Aug	4.5	139
Sep	4.3	127
Oct	6.5	201
Nov	7.2	214
Dec	7.0	239
Annual		2 103

4.3.3. Customer Load Profiles

Load profiles were derived by using the Distribution Profile Mixer. For each class, six (6) daily profiles were generated for each hour of a 24-hour day. These generated profiles consist of weekday, Saturday, and Sunday both the low and high demand season. An annual load profile (8760 hour) was then created using these daily profiles. The following presents the hourly profiles for a full week during each of the six profiles.

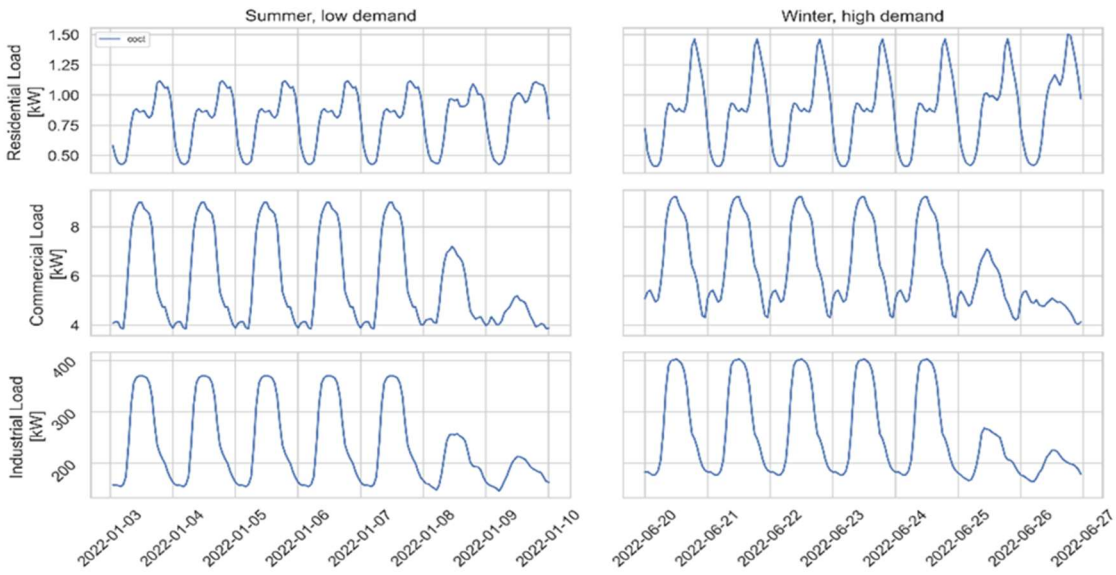


Figure 45: Customer demand profiles for Residential, Commercial and Industrial customers

4.3.4. System Design and Project Economics

The PV systems were designed with a 25-degree fixed tilt facing true north for all user classes. The DC:AC ratio for the inverter was 1.2. Based on this design and the weather file, the systems should produce approximately 1,520 kWh AC/year/kW DC. This number can be used as a multiplier to estimate the output for systems of various sizes. The production is expected to decrease by 1% per year over the 25-year simulation period.

The following table shows the annual load and five (5) system sizes simulated for each customer class. The smallest system size was selected to meet approximately 25% of the annual load while the maximum system size was selected to meet approximately 200%. Smaller systems result in a higher self-consumption ratio while the larger systems result in higher levels of electrical energy fed back to the grid.

Table 21: Annual electrical load (demand) per customer class and PV system sizes

Customer Class	Annual Load MWh	Average* monthly load kWh	1 – smallest kW DC	2 kW DC	3 kW DC	4 kW DC	5 - largest kW DC
Residential	8.8	733	1	3	5	7	10
Commercial	17.5	1 458	3	5	10	15	25
Industrial	579	48 250	100	200	350	500	800

*Winter months are higher and summer month are lower

A 1% annual degradation in system output was assumed in the model to simulate reduction in output year-over-year as the system ages.

Economies of scale are included in the installation costs. The installation costs generally decrease as the system sizes increase with user class. The price per watt for a 3 kW versus a 5 kW may not vary significantly, but some savings may be expected for a 10 kW or 25 kW system. Prices from different installers, however, may vary significantly. The industrial class systems should expect a discounted price on a per kW basis for the larger systems of 100 kW and above as the fixed overhead costs are averaged over a larger variable cost of components that make up the system. In this simulation, the prices for installation are expected to decrease over time in real terms. By 2040, the prices are assumed to be less than half the prices paid in 2022.

Table 22: Capex costs by customer class and year of installation

Year	Learning rate	Residential R/kW DC	Commercial R/kW DC	Industrial R/kW DC
2022	1.00	27 000	20 000	15 000
2025	0.78	21 060	15 600	11 700
2030	0.64	17 280	12 800	9 600
2040	0.46	12 420	9 200	6 900

Annual operation costs (Fixed O&M) were set to 300 R/kW DC per year with an increase in line with inflation each year. Replacement costs for inverters, damaged modules, etc. were not included in the financial model. The cost of capital, property tax increase, and insurance rate increases were set to 0 for the simulations. The salvage value at the end of a 25-year lifetime was also set to 0. Tax credits and direct cash payment incentives were set to 0.

The electricity tariffs for residential are Inclining Block Tariffs (IBTs), one-tier for commercial, six-tier time-of-use tariff for the utility customers. The rate increase was calculated assuming a 5.3% per year increase through 2025, 3.4% through 2030, and 1.5% through 2040 in real terms. The following table shows the rate multipliers relative to 2022 rates.

Table 23: Current and projected electricity tariffs (VAT inclusive) for municipal customers

Year	Multi-plier	Residential R/kWh	Commercial R/kWh	Industrial R/kWh	Industrial TOU
2022	1.00	1.3578 (<=50 kWh)	2.9902	1.1154	LD-OffPeak
		1.7417 (51-300 kWh)		1.2549	HD-OffPeak
		2.4571 (301-600 kWh)		1.4881	LD_Standard
		2.8934 (>600 kWh)		2.1349	HD_Standard
				2.275	LD-Peak
				7.5154	HD-Peak
2025	1.17	1.8270 (<=50 kWh)	3.4985	1.3050	LD-OffPeak
		2.3435 (51-300 kWh)		1.4682	HD-OffPeak
		3.3061 (301-600 kWh)		1.7411	LD_Standard
		3.8931 (>600 kWh)		2.4978	HD_Standard
				2.6618	LD-Peak
				8.7930	HD-Peak
2030	1.40	2.1861 (<=50 kWh)	4.1863	1.5616	LD-OffPeak
		2.8042 (51-300 kWh)		1.7569	HD-OffPeak
		3.9560 (301-600 kWh)		2.0833	LD_Standard
		4.6584 (>600 kWh)		2.9889	HD_Standard
				3.1850	LD-Peak
				10.5216	HD-Peak
2040	1.66	2.5921 (<=50 kWh)	4.9637	1.8516	LD-OffPeak
		3.3250 (51-300 kWh)		2.0831	HD-OffPeak
		4.6907 (301-600 kWh)		2.4702	LD_Standard
		5.5235 (>600 kWh)		3.5439	HD_Standard
				3.7765	LD-Peak
				12.4756	HD-Peak

The simulation includes a variable for feed-in tariff for excess electrical energy based on the 'net billing with carry over to next month' model. If the system generates excess electricity for a given month, the value of that excess amount is credited towards the next month's bill. Stellenbosch municipality has FIT's which are dependent on the demand season and TOU, as shown below. The FITs are the same for all customer classes.

Table 24: **C**urrent and projected electricity feed in tariffs (FITs) (VAT inclusive) for municipal customers

Year	Multi-plier	No escalation	With escalation	TOU
2022	1.00	0.6828	0.6828	LD-OffPeak
		0.7887	0.7887	HD-OffPeak
		1.0761	1.0761	LD_Standard
		1.4525	1.4525	HD_Standard
		1.5638	1.5638	LD-Peak
		4.7939	4.7939	HD-Peak
2025	1.17	0.6828	0.7989	LD-OffPeak
		0.7887	0.9228	HD-OffPeak
		1.0761	1.2590	LD_Standard
		1.4525	1.6994	HD_Standard
		1.5638	1.8296	LD-Peak
		4.7939	5.6089	HD-Peak
2030	1.40	0.6828	0.9559	LD-OffPeak
		0.7887	1.1042	HD-OffPeak
		1.0761	1.5065	LD_Standard
		1.4525	2.0335	HD_Standard
		1.5638	2.1893	LD-Peak
		4.7939	6.7115	HD-Peak
2040	1.66	0.6828	1.1334	LD-OffPeak
		0.7887	1.3092	HD-OffPeak
		1.0761	1.7863	LD_Standard
		1.4525	2.4111	HD_Standard
		1.5638	2.5959	LD-Peak
		4.7939	7.9579	HD-Peak

Two cases were included to consider the impact of feed-in tariff (FIT): no escalation and FIT escalated at the same rate as the tariffs for future years. at the same rate as electricity tariffs.

4.3.5. Results

The following table presents the levelized cost of electricity (LCOE) by year of installation and customer class. LCOE is provided for illustrative purposes. The LCOE is not impacted by the prevailing tariff

structure and feed-in tariff, as it is a cost metric which does not consider value. The LCOE decreases for larger classes because of the assumed discount in CAPEX per kW for the larger installations. The LCOE also decreases over time due to the projected reduction in CAPEX costs.

Table 25: LCOE (R/kWh) by customer class and year of installation

Year	Residential	Commercial	Industrial
2022	1.42	1.11	0.88
2025	1.15	0.91	0.75
2030	0.98	0.78	0.64
2040	0.76	0.62	0.52

The simple payback period accounts for both costs and benefits. Please note that the simple payback period is only based on the metrics at the year of installation. Thus, the actual payback period will be less (assuming tariff increases).

The following figure provide the payback period versus the PV system size for three customer classes and two FIT scenarios based on projected tariffs and CAPEX costs for each of four different years of installation. The simple payback period is the time in years that it takes for cumulative savings to equal the cumulative costs. A lower payback period is expected to drive greater uptake in embedded generation. In this simulation, the payback period increases with system size due to a decrease in annual savings as the self-consumption decreases.

The payback period is shortened when the FIT is escalated at the same rate at the tariff escalation so that excess electricity energy has increased value to the system owner over time compared to the scenario in which the FIT remains constant in nominal terms. The payback period decreases with year of installation due to the projected escalation of the tariff structure and the decrease in CAPEX costs. For example, the payback period for 5 kW DC residential system with no FIT escalation scenario (top left subplot) is 7.3 years in 2022 and 2.7 years in 2040. Overall, the business case is strong with all customers, especially the commercial and industrial (C&I) sector, amongst others, the installation costs on a per kW basis are lower for the larger systems.

The business case analysis shows that rooftop solar PV currently makes sense in many instances. Due to increasing municipal tariffs and declining solar PV costs the business case improves with time. By 2040 solar PV makes financial sense for all customer classes and scenarios.

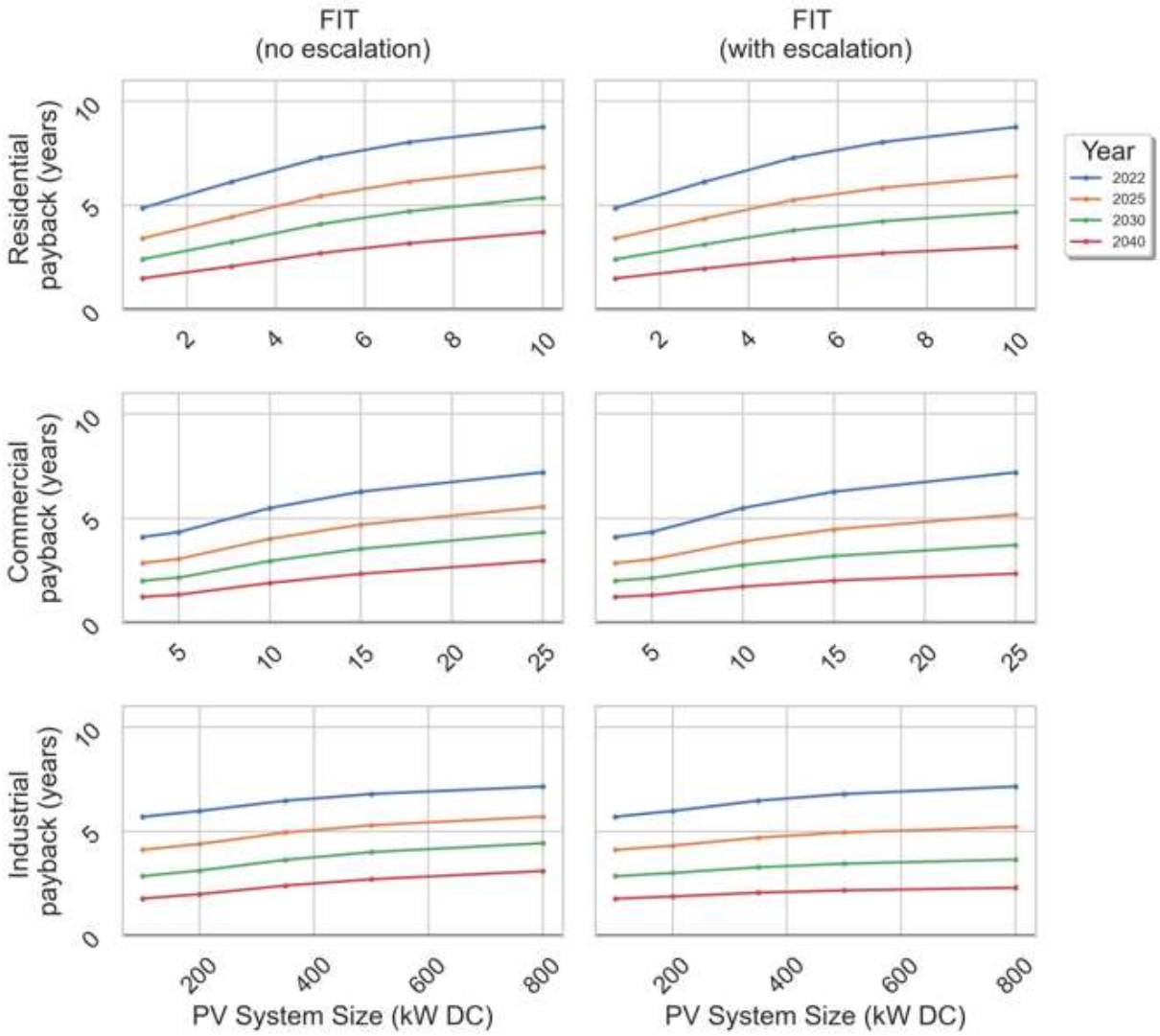


Figure 46: Simple payback period (years) per customer class, FIT escalation, PV system size and year of installation

4.4. Adoption Rates

4.4.1. Overview

As noted in **Section 4.1**, to estimate the adoption of rooftop solar PV follows first requires quantifying the technical potential of rooftop PV. The technical potential is the physical upper limit of the amount of rooftop PV that could be installed. It is important to note that the said technical potential does not include ground-mount installations.

Section 4.2 found that there is sufficient technical potential to meet the customers' annual energy consumption needs in terms of magnitude. The previous section presented the business case for rooftop solar PV as a customer resource (embedded generation) which is based on energy savings and FIT (sell rates) offered by the municipality. This showed a strong business case for solar PV, especially for commercial and industrial customers. The business case improves with time as technology costs continue to decline and tariffs rise. This section considers how much of the technical potential is likely to be adopted.

Ideally, historic adoption rates could be correlated to actual drivers of adoption. Drivers include the business case, disposable income of customer groups, land use, etc. In South Africa the adoption of rooftop PV is in the early stages, thus historic data is limited. Furthermore, in general, rooftop PV has not been promoted in South Africa by utilities/government like in other parts of the world, such as in developed countries like Germany, Spain and the USA. Many countries subsidized rooftop PV to make it financial attractive to electricity customers. This 'carrot' approach provides for better formal records. In short, there is limited good quality data in South Africa to apply statistical methods to extract drivers and trends for rooftop PV adoption. Fortunately, the municipality has been proactive in this matter and their historic data is considered in the next section.

The recent LA100 study by NREL [17] estimated rooftop solar PV adoption based on the Bass diffusion model (commonly known as a s-curve). NREL's dGen tool uses various inputs to determine the diffusion of rooftop PV. The primary economic metric employed is the payback period (does it make financial sense for me?). Non-economic factors include:

- Proximity to previous adopters (does my neighbour have rooftop PV?)
- Income (do I have the necessary funds?)
- Building type, for example single-family vs multi-family (do I 'own' the roof and will I live here long enough to reap the benefits?)

The decision to adopt is a binary one and is calculated each year. The NREL algorithm estimates the probability of adoption of each agent (single decision maker per premise) per year.

It is assumed that only installations that make economic sense are 'viable' for adoption. Economic viability is taken as an installation with a payback period of less than 7 years. From the previous section it is evident that many of the instances have a payback period of less than 7 years and all by 2040. The adoption rate can be estimated by applying a s-curve. The figure below shows the categories of adopters

(blue line) and the market share. The five categories are successive groups of consumers adopting a new technology, in this case, rooftop PV. The municipality is most likely in the initial-Early Adopters stage (**Figure 47**), but this will vary across socio-economic and customer classes.

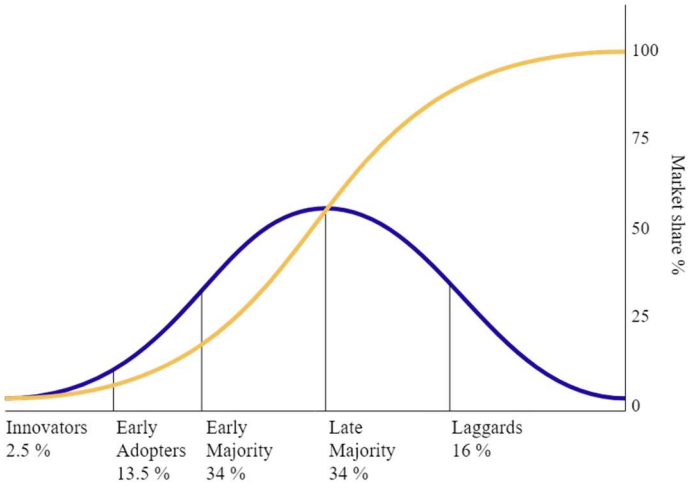


Figure 47: Diffusion of innovation (example)

LA100 predicts that customers in that region will adopt between 34% and 40% of the total economic potential by 2045. Los Angeles is a wealthier and more environmentally conscious region so the said estimate may seem high for the municipality, but Los Angeles is not experiencing ongoing loadshedding.

4.4.2. Analysis and Results

Stellenbosch municipality estimates their current embedded generation, almost entirely solar PV, at 6 MW. The is about 9% of their peak demand, which in the South African context is high. For instance, the City of Cape Town has about a 7% ratio. As Stellenbosch has affluent areas, this relatively high penetration is not unexpected. With a specific yield of 1,520 kWh AC/year/kW DC (17% capacity factor (refer to Section 4.3.4)), the electrical output of such installations is about 8,900 MWh per annum which is approximately 2.5% of municipality sales.

Table 26 presents a summary of the exports from RE embedded generators for 2021/22. Overall, the magnitude is low, only around 0.25% of municipality sales. It should be noted that this is not the total generation but excess that is not used for self-consumption. Based on the mentioned approximate 8,900 MWh output, the excess ratio is about 10%. This is low and may imply that (or a combination of):

- Some embedded generators do not export into the network
- Customer demand profiles are well suited to solar PV output, this is typical for commercial customers
- Customers are installing relatively small installations compared to their demand
- Customers have installed storage (most likely batteries) for higher self-consumption ratios

As noted in Section 4.3.2, the summer months in Stellenbosch receive more than the twice the solar energy compared to winter months. Thus, the low HD:LD ratio of 0.62 is not unexpected: high demand season (winter) months provide, on average, only 62% of exports compared to low demand (rest of year) months. The portion of output during peak times is very low, for instance 2% during the high demand season when Eskom tariff is high. Stellenbosch municipality providing a TOU signal to FIT will promote higher value electricity purchases.

Table 26: Summary of RE exports from RE embedded generation (imports for the municipality)

		High			High	
MWh	**Low Demand**	**Demand**	**Annual**	**Low Demand**	**Demand**	**Annual**
Off Peak	226	58	284	29%	35%	30%
Standard	496	103	599	63%	63%	63%
Peak	60	3	63	8%	2%	7%
Total	783	164	946			

Unfortunately, historic data on embedded generators, such as the number of installations and capacities, has not been made available at the time of writing. Thus, no informed estimates on the adoption of rooftop PV could not be made. It is reasonable to expect the growth rate of embedded generation to increase, especially in response to ongoing and increasing loadshedding.

5. Capacity Expansion Planning

5.1. Overview/Approach

We conducted a high-level resource assessment at said sites. The local resources determine the following key characteristics:

I. Expected hourly solar PV, wind production profiles, and
II. Expected solar PV, wind capacity, and energy yields

We consider and analyse the typical years for each of the locations. A blend of multiple years of satellite data are assembled to represent a representative year. The outcomes of the resource assessments described in I and II above form serve as an input in the optimization of the electricity supply mix.

5.2. Least-Cost Optimization of the Energy Mix

The high-level methodology follows the same approach implemented at a national level for the integrated resource plan (IRP), as shown in the following figure.

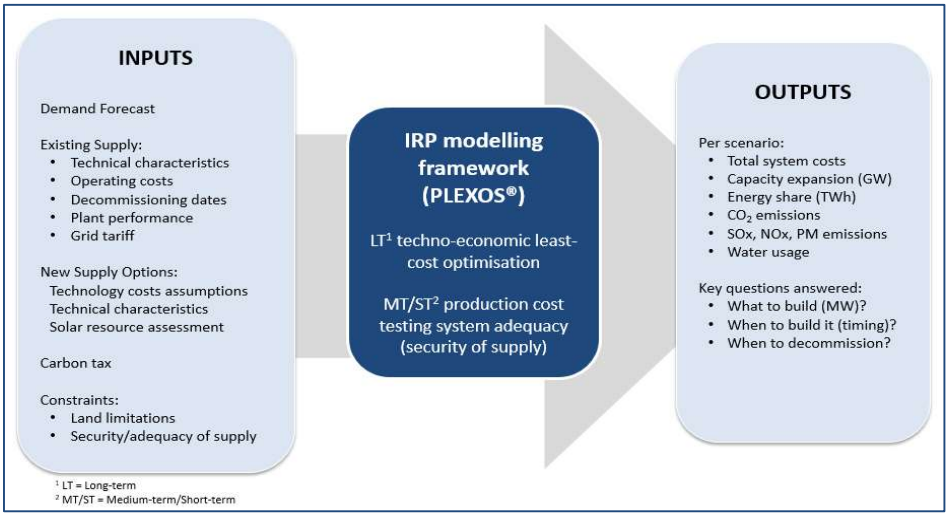


Figure 48: Methodology applied when undertaking long-term energy planning

The South African power system will be simplified to an external wholesale electricity provider of capacity, energy, and/or system services to the municipality. The municipality is modelled as four node injection points whereby each node represents one of the supply areas. Each node is provided with a representative electric demand profile which is perpetuated into the future to cover the simulation horizon 2022-2040. Power imports from Eskom at each node are competing with new supply options in

the least cost optimization, the outcomes of which determine the type, quantity and the timing of new supply technologies based on performance characteristics and cost. Optimization is done at each node simultaneously to determine the electricity mix for each from which we then add all the new capacity build to get the total build for the municipality. This should not be confused with an optimization on the regional level, which is discussed later.

The following figure shows that the least-cost plan falls at the investment level which minimises the sum of the investment cost and the production cost. Investment costs include new capital investment costs while production costs include all costs associated with operating existing and new generation capacity investments.

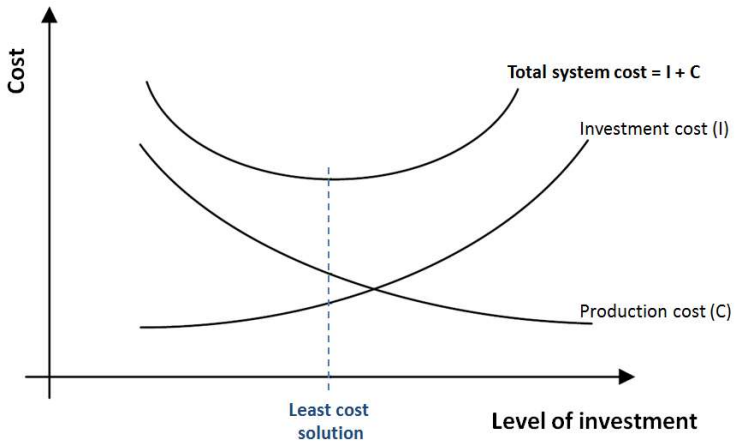


Figure 49: Illustration of the capacity expansion planning optimization

This will be simulated in a long-term capacity expansion planning modelling framework with additional unit-commitment and economic dispatch production cost modelling capability (PLEXOS) using data supplied by the municipality and supplemented with publicly available data. Moreover, data such as the expected wholesale tariff trajectory to inform the municipality wholesale energy, capacity, and system services offtake are important parameters to consider when making investment decisions in new supply capacity. The CSIR will use the annual forecasted wholesale electricity tariff with specific reference to municipality offtake. This will be based on CSIR's view on annual tariff escalation as discussed in the tariff section. For more details the interested reader is referred to Section 3.4.3.

Detailed operational constraints are considered including hourly chronology. Other key input assumptions include the expected performance of the demand forecast (Section 3.4.2), and the expected new generation capacity that is already committed/planned to come online, if any.

The cost of unserved energy this is the balancing mechanism in optimization wherein the associated cost of unserved energy (COUE) is utilized as a penalty for shortages experienced, resulting in a natural balance of existing capacity, new capacity, and minimized shortages.

5.3. Scenarios

Development of an electricity system model to evaluate alternative energy mix scenarios with the current "as-is" system was developed. This entailed the optimisation of additional supply that can compete on cost and performance characteristics with import from Eskom to minimize electricity costs.

The following scenarios were analysed:

1. Business-as-usual (BAU)
2. Least cost
    a. Nodal
    b. Regional (across the whole municipality)
3. 100% Autonomy
4. Loadshedding avoidance

With all scenarios, annual build limits for wind and PV were set. This provides a more realistic view in cognisance of procurement and technical integration realities. For optimisation, the following build limits for wind and solar PV were set relative to maximum demand, as shown in the following table. Solar PV allows for smaller utility-scale plants. For wind, a minimum unit-build size of 20 MW was implemented. Beyond just limiting each node, the annual build limit for the region (whole municipality) was limited to 20 MW for wind. For regional optimisation, an overall solar PV limit of 35 MW was set.

Table 27: Annual build limits for wind and solar PV each

Supply Area	Wind [MW]	Solar PV [MW]
Stellenbosch		20
Cloetesville		5
Franschhoek		5
Pniel		5
Total	**20**	**35**

5.3.1. Business-as-Usual (BAU)

In this scenario, the historical electricity demand profile for each supply area was perpetuated to cover the study horizon between the years 2022 and 2040. The demand from the four node injection points representing each supply area's demand was met by grid imports from Eskom. No additional supply/demand-side options were included in this scenario other than Eskom power imports. The current structure of the tariff composition is altered by increasing the share of fixed cost charges while reducing the share of energy charges in the total cost of electricity. However, the bulk of Eskom's energy charges still makes up a large percentage compared to total fixed charges (refer to Section 3.4.3). The outcomes of this scenario include the total cost of electricity, CO_2 emissions, and water consumption. These outcomes set a benchmark against which other study cases are compared.

5.3.2. Least Cost

Optimise Node (No Wheeling)

New supply options are introduced in the BAU scenario to compete with Eskom imports for energy share at each supply area. We still assumed that the current tariff composition remains as described in the business-as-usual case.

This scenario assumes the same input assumptions as the BAU, but with the option of building additional generation capacity (solar PV, wind turbine, diesel-fired open cycle gas turbine, diesel-fired internal combustion engine, battery storage) only if it is economically viable to do so. This scenario thus represents a least-cost capacity expansion of each of the individual supply areas under these conditions.

Optimise Municipality (With Wheeling)

This scenario is the same as the previous, but optimisation is done for the municipality as a whole, not as individual supply areas (nodes). Regional optimization investigates the role that wheeling could play.

5.3.3. Autonomy by 2030

New supply options were introduced in a manner similar to that of the Least Cost scenario, without wheeling, but subject to a constraint that 100% supply autonomy must be achieved from 2030 with no reliance on Eskom. The current tariff composition remains as described above.

5.3.4. Loadshedding Mitigation

Investigate possible interventions to reduce the amount of loadshedding experienced by Stellenbosch Municipality's customers. The current tariff composition remains as described above.

The previous scenarios have an hourly temporal resolution and a time horizon from 2022 to 2040. To accurately capture loadshedding schedules, the temporal resolution needed to be refined to 30 minutes. The time horizon is shortened to 3 years from 2022 to 2025.

With other scenarios, the supply from the national electricity network is assumed to be 'perfect': always available and an infinite source of supply. Currently this is not the case. Loadshedding is time-based interruption of supply to customers on a rotational basis implemented by the System Operator and distribution control rooms in order to prevent a national, regional or local blackout. Sections of the network are switched off according to a schedule. This is done to ensure network stability when supply is not able to meet demand. Loadshedding is also known as manual load reduction. Loadshedding has become common practise in South Africa, but it should be remembered that it is an emergency load reduction measure.

Stellenbosch is part of a 16-block region and makes up two of those blocks, namely Stellenbosch town and the rest of the municipality, including Cloetesville, Franschhoek and Pniel. This means that up to 65% of Stellenbosch municipality's supply is turned off at a time.

The unavailability of Eskom supply is modelled as planned maintenance with complete outages - during a loadshedding event, the complete Eskom supply is 'offline'. The frequency and timing of loadshedding is dependent on the stage, currently there are eight stages. Each stage equates to about 5% of demand. The modelling considered stages one, two, four, six and eight. To provide seasonality these stages are assumed to occur for a full winter (June) and summer (November[7]) month.

To address the urgency of the matter, batteries and Peaker technologies including ICE and OCGT, are able to come online one year earlier in July 2023, instead of July 2024. The objective of the modelling is to quantify the potential impact of these technologies to mitigate against loadshedding and at what cost. The costs are compared to both the BAU and Least Cost Nodal solutions. The modelling procedure is:

1. Change model horizon to three years: 2022 to 2025
2. Change temporal resolution to 30 minutes
3. Fix Eskom capacity (MW) to current values
4. Include loadshedding schedules: stage one, two, four, six and eight

[7] December and January are not good candidates for summer months due to the holiday season in South Africa

5. Assume loadshedding occurs for one complete winter month (June) and one complete summer month (November) each year
6. Run model without any interventions to quantify unserved energy (the technical reference case)
7. Bring project start date one year earlier for batteries and Peakers, which can thus be built from July 2023. These are the only candidate generators and batteries.
8. Run model to find optimal techno-economic solution to mitigate loadshedding
9. Quantify loadshedding mitigation in terms of unserved energy reduction relative to technical reference case
10. Take loadshedding solution/builds as committed builds for Least Cost Nodal solution. Rerun Least Cost Nodal solution with said committed builds
11. Quantify the cost premium to mitigate loadshedding over the time horizon 2022 to 2040

5.4. Exclusions

The modelling framework considers all primary cost-drivers directly relevant within the electricity sector. It is important to note exclusions from the modelling framework which are not included in the optimisation, these are:

- Network infrastructure requirements for each scenario. The modelling framework is capable of co-optimisation of generation and transmission, but this has not yet been included in this scope of work. Network constraints are considered for the wheeling scenario but network expansion is not considered.
- Power flows in the transmission and distribution network are not considered in detail
- System services (stability, reactive power and voltage control, black-start requirements)
- Mid-life generator major maintenance and overhauls for any technology
- End of life decommissioning costs for any technology
- Rooftop, carport, and ground stability

5.5. Input Assumptions

5.5.1. Overview

The inputs to both the rooftop PV analysis (**Chapter 4**) and capacity expansion planning (**Chapter 0**) are provided in **Chapter 2** and **Chapter 0**. Specific to this section, the following inputs are employed:

- Technology Costing and Learning Rates (**Section 3.2)**
- Demand Forecast (**Section 3.4.2**)
- Eskom Tariff Projection (**Section 3.4.3**)

The economic parameters that are used as input for the modelling are provided in next section.

5.5.2. Economic Parameters

For economic parameters, this study assumed the following:

- 2022 exchange rate at R15.00 to $1 (USD). All technology costs shown in **Table 28** are in January 2022 Rands.
- WACC of 10% as calculated by 70% Debt at 8% and 30% Equity at 14.5%

A Cost of Unserved Energy (COUE) value of R 93.00/kWh (R 87.50/kWh in 2018) as per the National Energy Regulator of South Africa (NERSA) study [18] is considered. COUE is utilized for long-term energy planning purposes as part of the least-cost objective function to balance investment in new capacity and utilization of existing capacity. The inclusion of COUE ensures that an acceptable level of system adequacy is achieved. This is because of the natural balance achieved via optimisation where the high cost of unserved energy is avoided by building additional capacity and dispatching existing capacity optimally to meet expected demand.

5.5.3. New Technology Costing and Technical Assumptions

This section provides a summary of costing and technical performance data used for new technologies. For details, please refer to **Section 3.2.** All technology costs shown in the following table are in January 2022 Rands.

Key input assumptions include overnight capital cost, Fixed Operations and Maintenance (FOM), Variable Operations and Maintenance (VOM), fuel costs and efficiency (heat rate). The modelling framework (PLEXOS®) does not consider the Levelised Cost of Electricity (LCOE) as an input parameter but considers all cost components explicitly as listed above. The LCOE can at a high level be used to compare alternative technologies.

Table 28: New-build technology cost and technical assumptions

	Wind	Solar PV FT	Solar PV SAT	ICE	OCGT	L-Ion 4hrs
Net Rated Capacity (MW)	100	100	100	20	100	10 MW / 40 MWh
Project Start Date (earliest)	2025	2024	2024	2024	2024	2024
Lifespan [Years]	20	25	25	30	30	10
Capex [R/kW]	14 410	12 100	13 930	27 000	17 000	22 000
Fixed O&M [R/kW pa]	500	140	250	525	70	75
Variable O&M [R/MWh]				85	70	
Fuel Cost [R/GJ]				400 (R15/l of diesel)	400 (R15/l of diesel)	0
Heat Rate [GJ/MWh]				8.75	10.0	
Efficiency (round-trip)						86%
Capacity degradation per cycle						0.025%
Planned Outage Rate				3%	2%	
Unplanned Outage Rate				1%	1%	
Emissions Factor (diesel) [kgCO2/GJfuel]				71	71	
CO2 Emissions (kg/MWh)				621	710	

5.6. Results

5.6.1. Business-as-Usual (BAU)

Figure 50 shows the peak demand (MW) and load (GWh) for the municipality per supply area. This is the demand that needs to be met. The total peak demand is simply the sum of the supply areas. The actual peak demand for the municipality includes diversity and is currently about 65 MW. In the BAU scenario, demand is entirely met by Eskom.

Figure 51 presents the split between fixed and variable costs. In 2022, the total cost of electricity purchases is R 558 million. Even though the demand is forecast to decrease, the costs in real terms rise due to above inflation Eskom tariff increases. The evolution of Eskom tariffs is evident with the significant growth in fixed costs from less than 10% to 24% by 2040. The annual, equivalent energy charge increases from R 1.28/kWh to R 1.88/kWh in real terms.

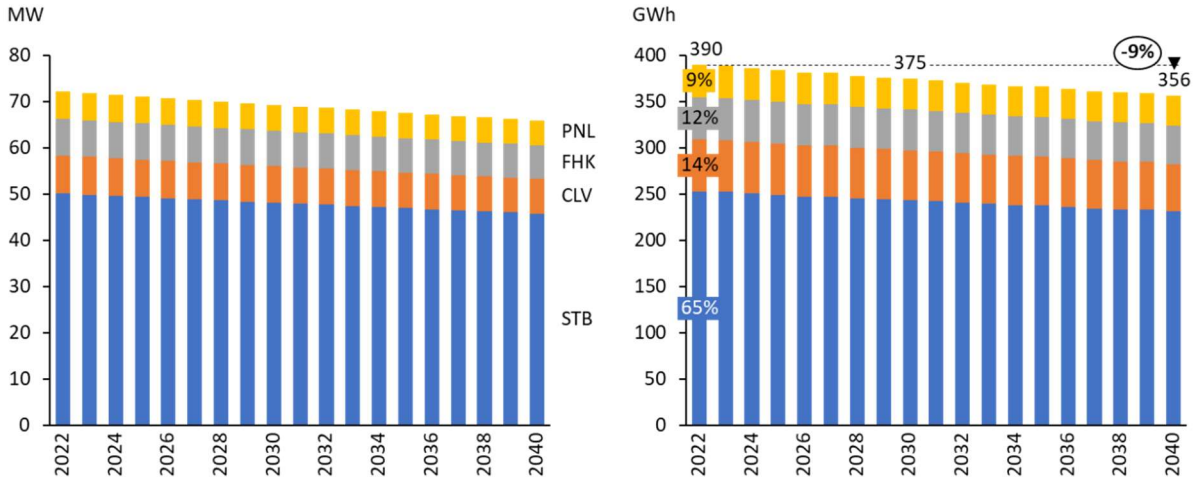


Figure 50: Peak demand (left) and load

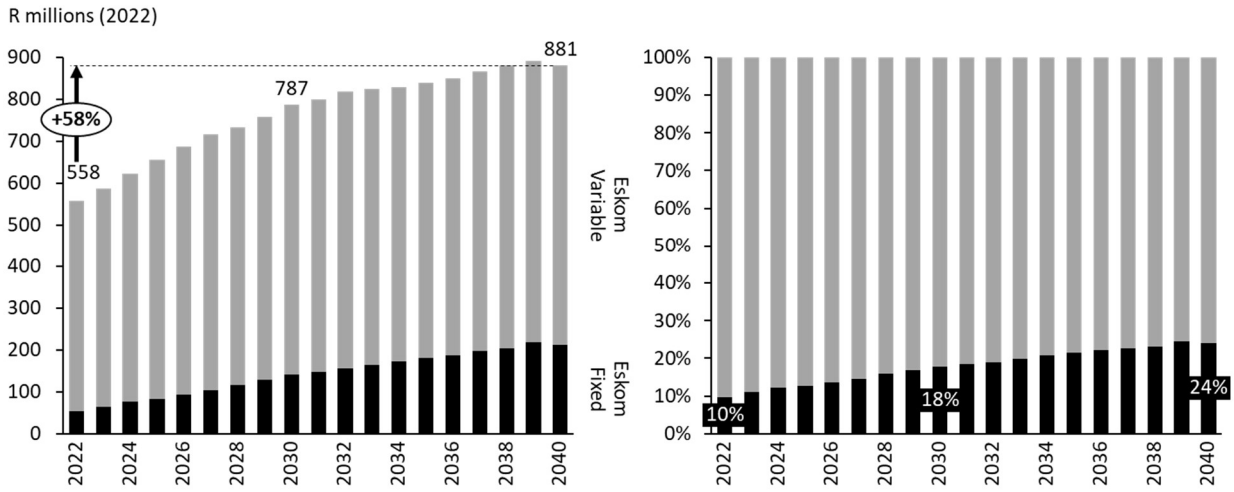


Figure 51: Fixed and variable total cost of electricity

The national CO2 emissions and water factors (per unit MWh) drop significantly due to the reduction in coal generation and increased renewables in South Africa, as envisioned in the national IRP as illustrated in the following figure. Most of the shown reduction, for instance 65% for absolute CO2 emissions, is due to the said national improvements. A part of the reduction is also due to the decreased demand as shown in **Figure 50**. Eskom supplied electricity is becoming less CO2 and water intensive.

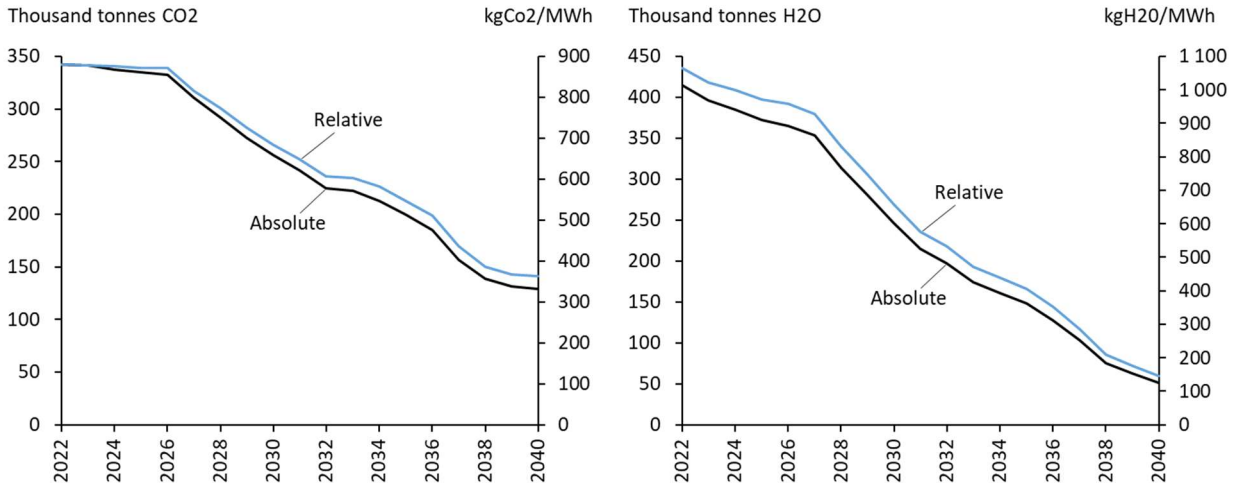


Figure 52: Indirect CO2 emissions and indirect water usage, per unit on the right y-axis

5.6.2. Least Cost

OPTIMISE NODE (NO WHEELING)

The results for the collective municipality are presented which are the sum of the optimal plans per supply area. In this section no wheeling between areas is possible/allowed – the supply areas are isolated. The following section considers the potential role of wheeling.

The table below presents the consolidated municipality view for installed capacity and generation mix. The installed capacity increases significantly with mostly VRE but the total of the firm and dispatchable capacity remains fairly constant. The annual build limits for wind and PV (refer to **Table 27**) are only binding in the 'first' year that PV and wind can be built, namely 2024 and 2025, respectively. It should be noted that the annual build limits are relatively high compared to the municipality's demand.

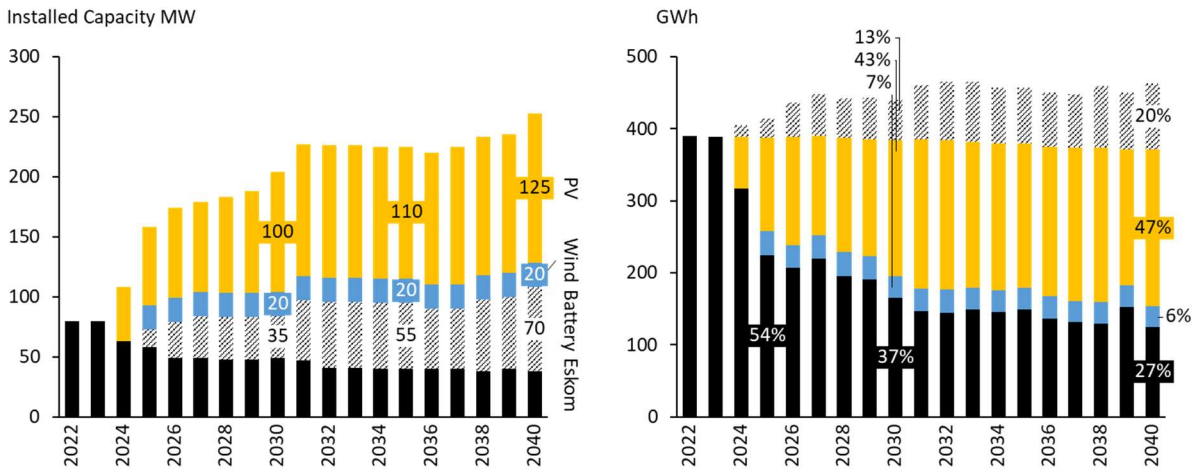


Figure 53: Installed capacity and energy share: Least Cost Nodal

As evident in **Figure 54**, the demand is 'saturated' with VREs with relatively large amounts of new builds. By integrating batteries, higher penetration of VREs is present. There will be curtailment in the optimal solution, especially as the relative cost of VRE decreases. The amount of curtailment is dependent (but not necessarily limited to) the annual build limits, the cost of energy storage systems and the profile of VRE outputs relative to demand.

The reliance on Eskom reduces significantly. The capacity 'sourced' from Eskom drops to 75% and 50% by 2025 and 2034, respectively. The modelling shows that Eskom will still have a major contribution/role. Over the time horizon, Eskom and VRE provides, respectively, 51% and 49% of the electricity generation.

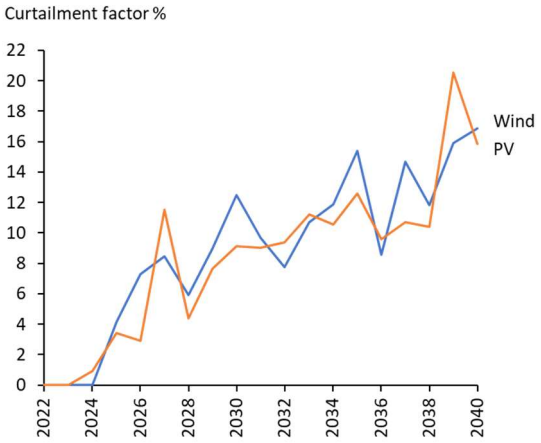


Figure 54: Curtailment factor for wind and solar PV: Least Cost Nodal

Figure 55 presents the cost of electricity, on the left is absolute and right is relative. Please note that the order of the 'stacking' is changed: Eskom variable and non-Eskom fixed swop from left to right. This is done to group fixed and variable costs.

In 2022, the total cost of electricity purchases will be R 558 million and is entirely Eskom costs (Pniel is via Drakenstein municipality with a markup). The cost structure changes significantly from Eskom to non-Eskom and from variable to fixed costs - 100% Eskom and 90% variable in 2022 to 43% Eskom and 24% variable.

In the short-term, there is no variation from the BAU as interventions can only start in 2024. But the cost increases of the BAU are diluted with the increased penetration of VREs. It should be remembered that demand is also declining. The cost of electricity, per unit, significantly reduces compared to the BAU scenario (Figure 56). With the current complete reliance on Eskom and the projected well above inflation increases, this is a significant turnaround.

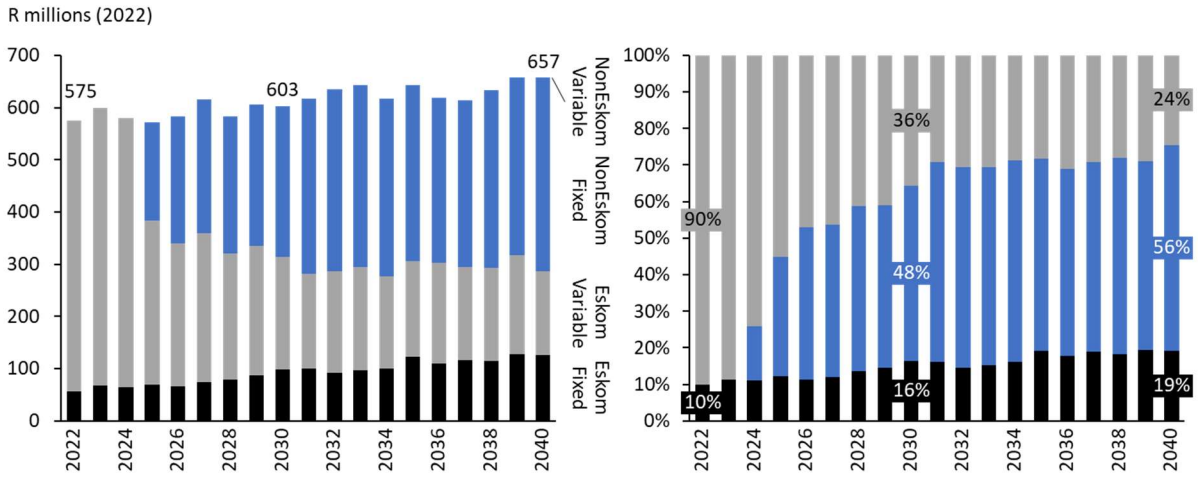


Figure 55: Cost of electricity: Least Cost Nodal

Figure 56 compares the BAU and Least Cost Nodal scenarios. One the left are the fixed, variable and total costs for both scenarios. In summary, the Least Cost Nodal increases the fixed costs and decreases the variable costs. Collectively, the NPV of the cost of electricity over the horizon is reduced by 18%. These benefits continue after 2040.

On the right of the figure is the total electricity unit price, which illustrates the significant 'dilution' of well above inflation Eskom tariff increases, due to the discussed interventions. This is in strong contrast to the increasing BAU scenario.

Figure 57 presents the absolute CO2 emissions and water usage. The cumulative savings for CO2 and water is 2.0 and 1.8 million tonnes respectively.

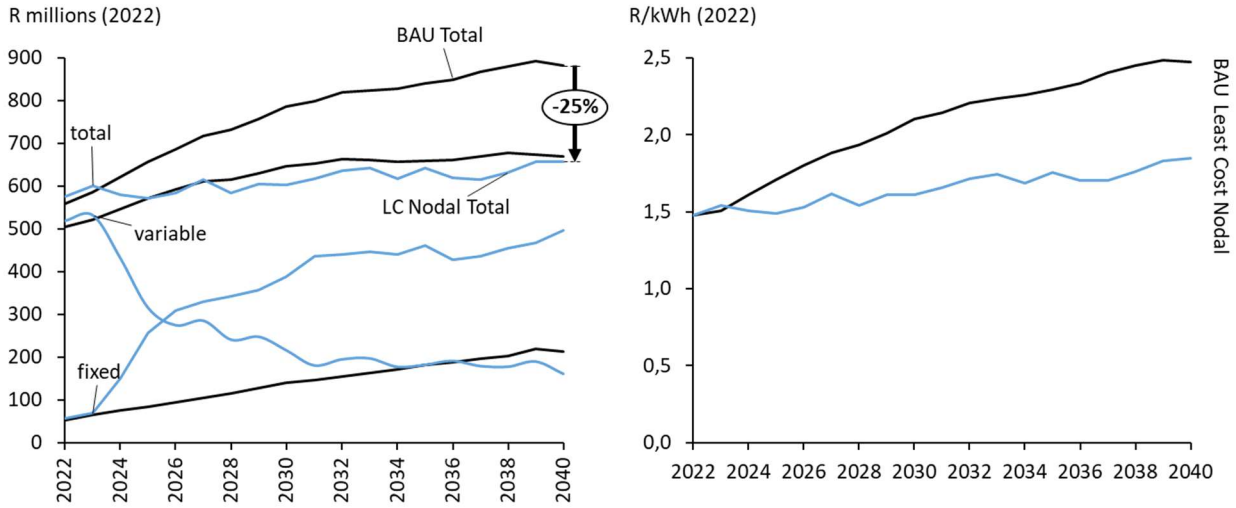


Figure 56: Cost of electricity: BAU vs Least Cost Nodal

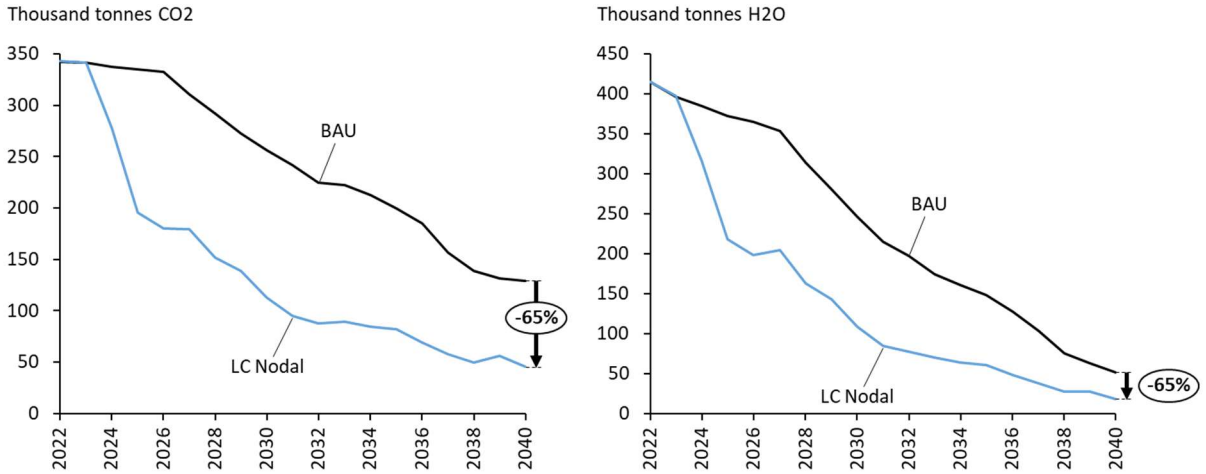


Figure 57: Indirect CO2 emissions and indirect water usage: BAU vs Least Cost Nodal

Optimise Municipality (With Wheeling)

The previous section presented the results of finding the optimal solution for each supply area/node, as if it is the only node. However, in reality these supply areas are connected via the Eskom network. A municipality-wide optimization was undertaken to investigate the role wheeling could play. It should be noted that wheeling was limited to within the municipal boundaries.

Technical information of the regional Eskom network is provided in **Section 3.4.5**. **Table 18** provides maximum generator capacity per municipal supply point. These constraints are enforced. For costing purposes, a wheeling fee of 15% of the total Eskom cost per unit was added. This translates to a wheeling charge of 23 cents/kWh in the year 2022 and 40 cents/kWh in 2040 (in real terms). Please refer to **Section 3.4.4** for details.

The results (with wheeling) are compared to the nodal results of the previous section (without wheeling). The installed capacity and energy mix of with (left) and without (right) wheeling are presented in **Figure 58** and **Figure 59**. The option of wheeling:

- Increases
    - wind capacity
- Decreases
    - solar PV capacity

- battery storage
- reliance on Eskom

- Shifts to better wind resources

Wheeling does not reduce solar PV capacity per se, but it provided the option to build utility-scale wind plants at relatively small load centres with better wind resources and wheel the electricity to other supply areas. For instance, the 40 MW wind farm built at Franschhoek which has the best wind resource, Table 29.

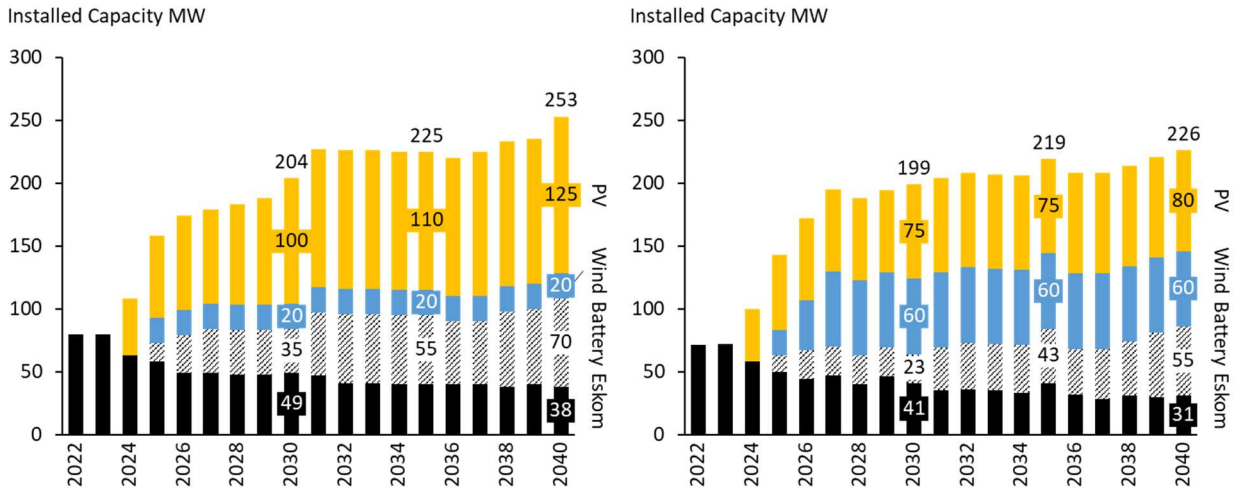


Figure 58: Installed capacity: Least Cost Nodal (left) vs Least Cost Munic (with wheeling)

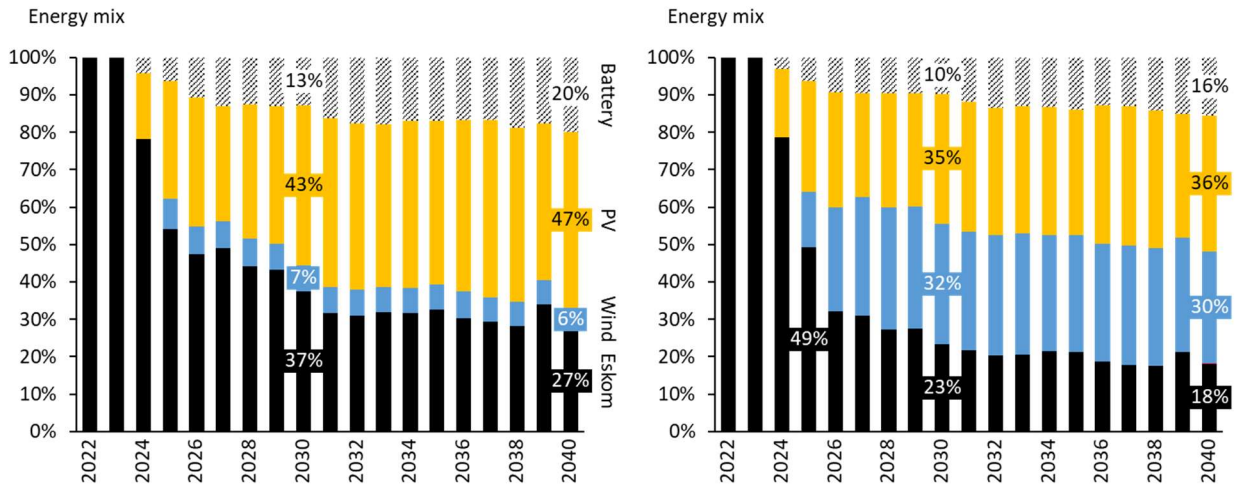


Figure 59: Energy share: Least Cost Nodal (left) vs Least Cost Munic (with wheeling)

Table 29: Placement of wind and solar PV plants: Least Cost Nodal vs Least Cost Munic (with wheeling)

Installed MW 2022 - 2040	Wind			PV		
	Without wheeling	→	With wheeling	Without wheeling*	→	With wheeling
Stellenbosch	20		20	70	↓	55
Cloetesville	-		-	20	↓	15
Franschhoek	-	↑	40	20	↓	-
Pniel	-		-	15	↓	10
Total	**20**	↑	60	125	↓	80

*"Without wheeling" has limits per node and per technology (Table 27), whereas "with wheeling" has a global limit per technology

The following figure presents the curtailment factors for wind and PV separately. Even though there is more installed wind when wheeling is allowed, the curtailment of those plants is lower than when wheeling is not allowed. This shows an advantage of a regional approach. The curtailment of PV increases with wheeling, this is most likely due to the significant increase in wind generators.

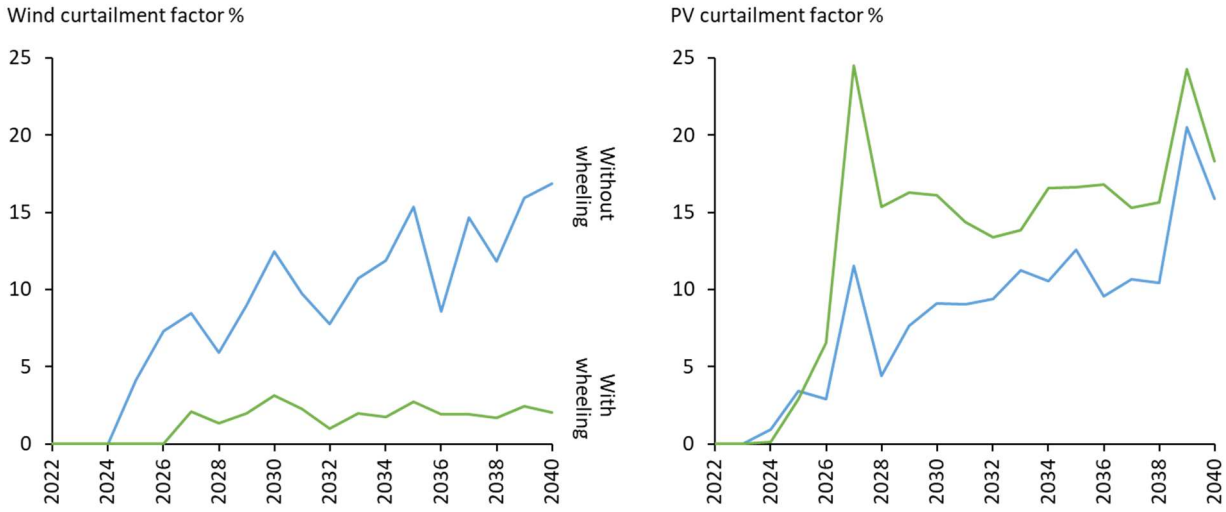


Figure 60: Curtailment factor for wind and solar PV: without (blue) vs with wheeling

The following figure provides the cost of electricity[8]. Overall, wheeling provides for 8% lower total cost of electricity than without. This is, *inter alia*, dependent on the wheeling fee, grid constraints and the diversity of the local resources. Wheeling also further reduces CO_2 emissions and water consumption by about 20%.

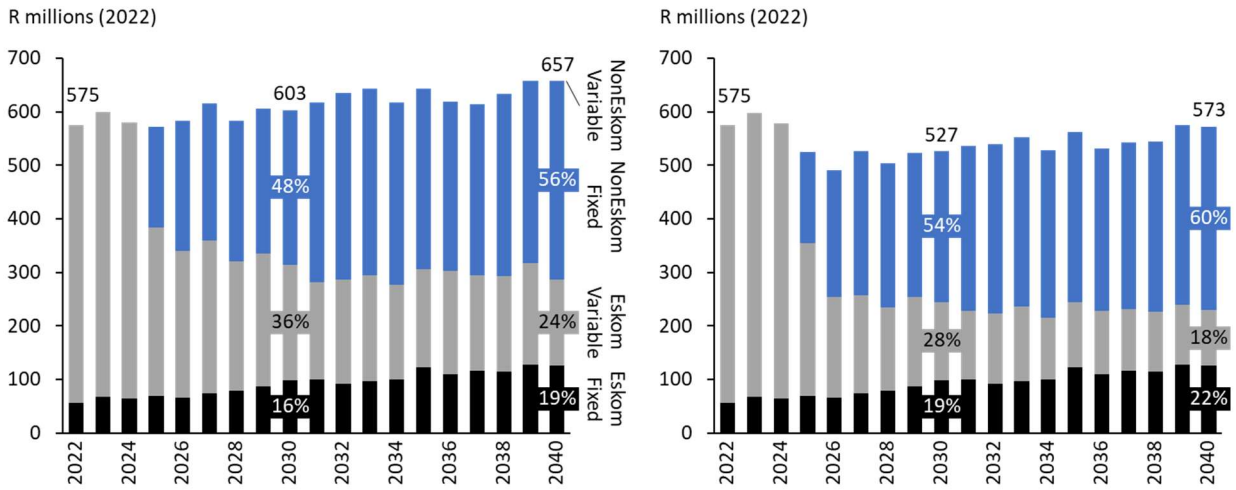


Figure 61: Cost of electricity: without (left) vs with wheeling

Figure 62 shows the reduction in the reliance on Eskom of Stellenbosch municipality. The reliance on Eskom is installed capacity taken relative to the start year (2022). Solid lines represent with transmission and broken lines show nodal/without transmission results. As mentioned, wheeling allows for a greater reduction in reliance on Eskom in terms of energy and costs. The 'weaning' of Eskom capacity is slower than Eskom energy. The VRE and Storage shares are relative to energy. The VRE share is the sum of solar PV and wind. The two scenarios are similar, with wheeling providing a higher VRE share. This is due to increased installations of VRE and the exploitation of better wind resources.

[8] Peak demand reductions and associated Eskom cost reductions due to wheeling are not included. Before such cost reductions can be realized, Eskom would need to be consulted.

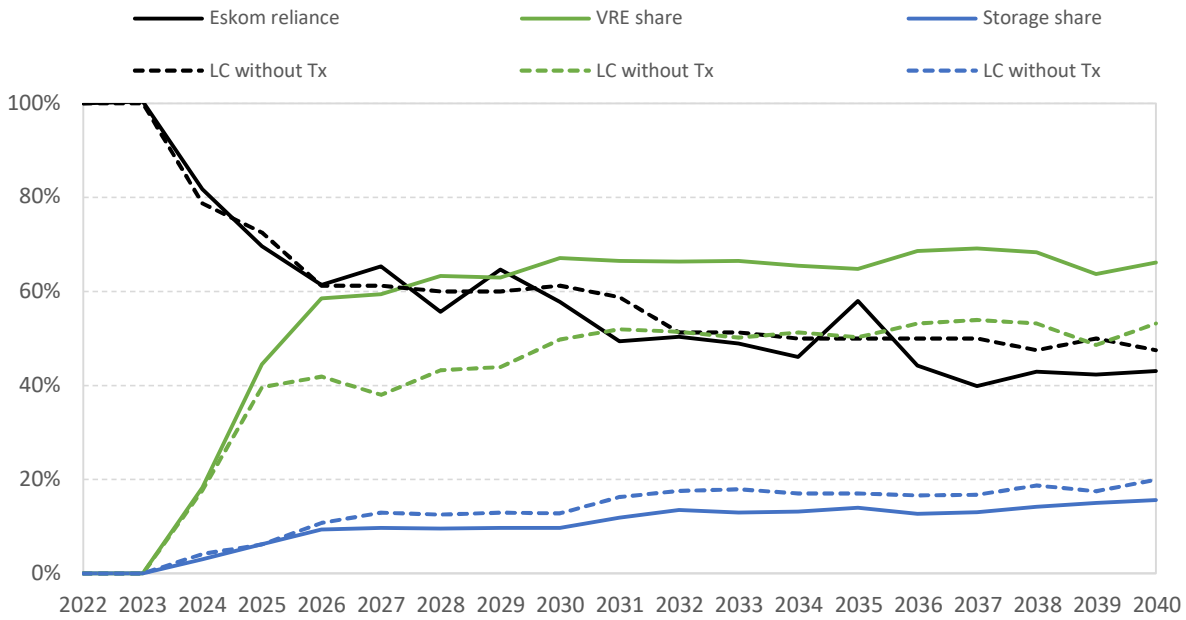


Figure 62: Eskom reliance and energy share: without (broken lines) vs with wheeling

5.6.3. Autonomy

New supply options were introduced in a manner similar to the Least Cost plan but subject to a constraint that 100% supply autonomy must be achieved from 2030. This scenario shows what would be required if the municipality is either forced or chooses to disconnect from the Eskom network. Wheeling is excluded as that would require the Eskom network.

Figure 63 shows the required installed capacity and resulting energy share for the municipality to achieve 100% autonomy. As expected, a lot of Peakers need to come online in 2030 as no other technology options are available to provide firm and dispatchable capacity. This is the only scenario when Peakers, ICE (internal combustion engine) and OCGT (open cycle gas turbine), are built. OCGT facilities are cheaper per kW but due to the higher efficiency of ICE the former is deployed far more. To reduce expensive generation from Peakers that have high fuel (diesel) costs, large amounts of VREs are built. This leads to high curtailment factors.

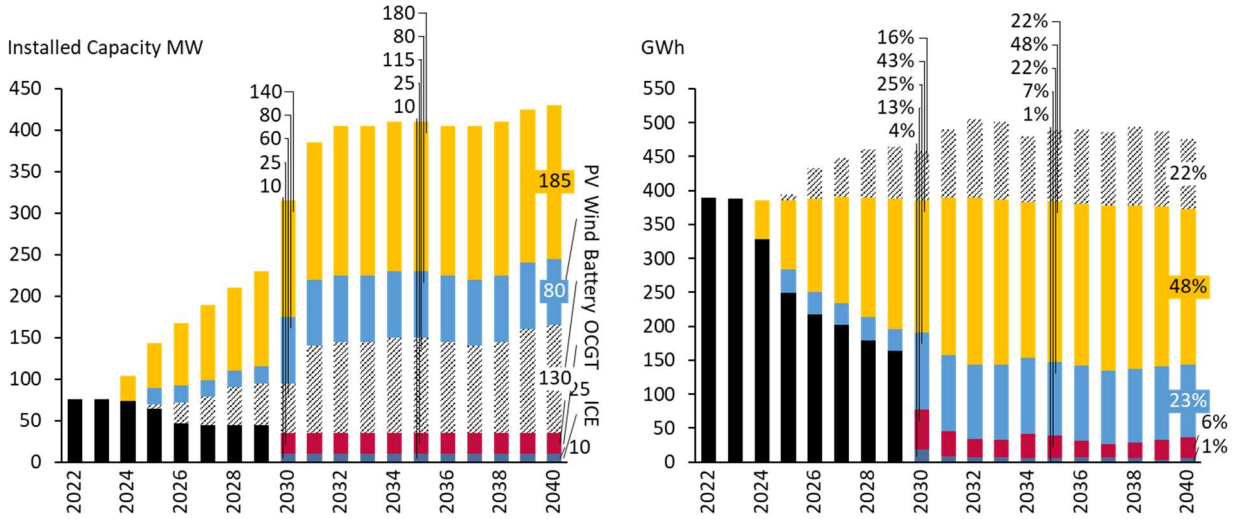


Figure 63: Installed capacity and energy share: Autonomy by 2030

The following figure presents the cost of electricity, on the left is absolute and right is relative. The spike in 2030 to R 857 million annual spend is due to the introduction of Peakers which have a R 300 million diesel fuel cost. With less VRE the fuel cost would be higher. Please note that this excludes the necessary network/system upgrades and ancillary services and the results should be taken as optimistic (low). A comparison of the scenarios is provided in the next section.

The Autonomy scenario provides the highest CO2 and water savings. The cumulative savings for CO2 and water relative to BAU is about 60%.

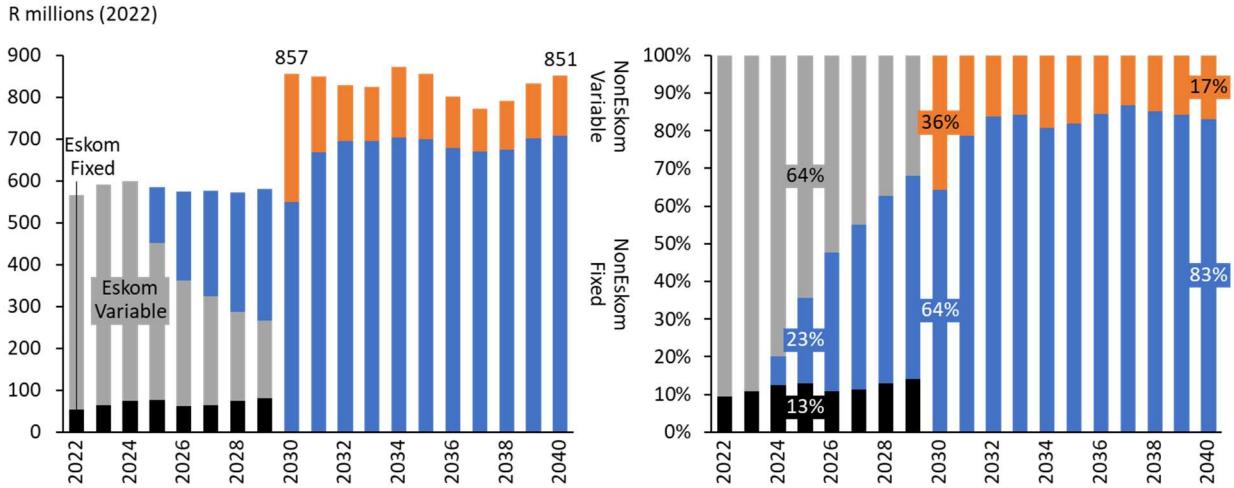


Figure 64: Cost of electricity: Autonomy by 2030

5.6.4. Loadshedding Mitigation

The amount of unserved energy due to loadshedding is dependent on the stage of loadshedding and for how long loadshedding is implemented. To provide some perspective, on a national level there were 1,169 hours of loadshedding implemented last year, realising 1,775 GWh of actual energy shed. The amount of loadshedding in 2022 is unprecedented. The disruption to people' lives and their ability to make a livelihood is high, and increasing.

If loadshedding occurs over a period, say for a month, the outage ratio (number of hours offline vs total hours) is nearly linear to the stage of loadshedding. The case of Stellenbosch town (block 2) is presented below. Because the loadshedding schedule 'shifts' from day to day the outage ratio (time based) is similar to the ratio of unserved energy (energy based).

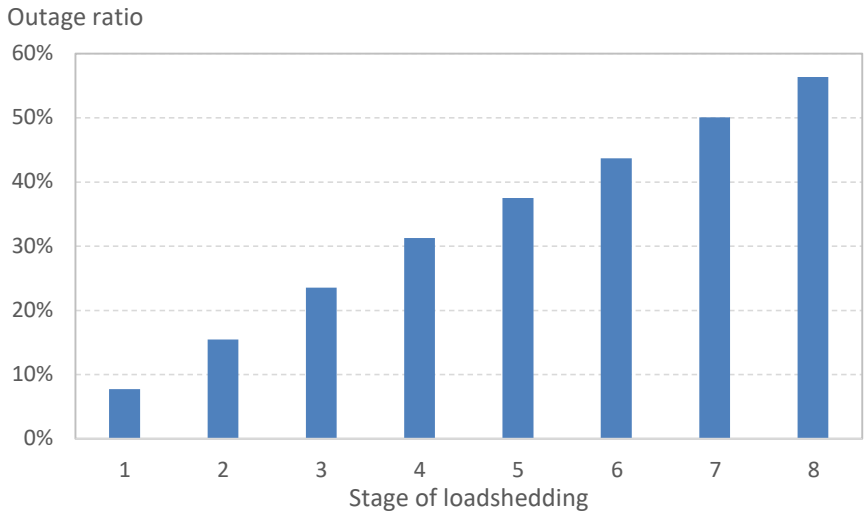


Figure 65: Outage ratio per loadshedding stage

As mentioned, one winter and one summer month is modelled with loadshedding per year. Therefore, the outage and unserved energy ratios would be about 1/6th of the above graph. An example of a loadshedding schedule is provided in the following table. For the week shown, Stellenbosch town would experience an outage ratio of 42% for Stage 6. The loadshedding schedule that a customer 'sees' is only dependent on the stage and day of the month, there is no seasonal variation.

Table 30: Example of loadshedding schedule for Stellenbosch town (block 2): Stage 6

Time off	Time on	D1	D2	D3	D4	D5	D6	D7
00:00	02:30					X	X	X
02:00	04:30	X	X	X	X	X	X	
04:00	06:30	X	X					
06:00	08:30							
08:00	10:30					X	X	X
10:00	12:30	X	X	X	X		X	X
12:00	14:30		X	X				
14:00	16:30							
16:00	18:30					X	X	X
18:00	20:30	X	X	X	X			X
20:00	22:30			X	X			
22:00	00:30							
Total hours offline (42%)		**9.5**	**10.5**	**10.5**	**9.5**	**9.5**	**10.5**	**10.5**

The objective of the modelling is to quantify the potential impact of the deployment of generation and/or storage technologies to mitigate loadshedding and at what cost. The first thing to note with loadshedding is that the capacity required to avoid or mitigate is not dependent on the stage. For instance, on the 1st day of the month at 10:00 Stellenbosch town will be shed for 2 and half hours according to the stage 6 schedule. Whichever stage, Stellenbosch town is (completely) shed for at least 2 and half hours. Thus, the back-up capacity required is only dependent on if loadshedding is being implemented or not and the demand to be met at the time of loadshedding. The duration and frequency of loadshedding, which is dependent on the stage, and the demand to be met at the time of loadshedding would inform the energy requirement, for instance the hours of battery storage installed or the volume of the diesel tank.

It was found that battery storage was selected over Peakers. Only with stage 8 loadshedding, which has limited time available for charging of the batteries, were Peakers required to supplement battery storage. It could be that batteries with greater storage, for instance 6 hours (instead of 4), would have sufficed. As expected, the amount of battery capacity (MW) is not sensitive to the stage of loadshedding. About 50 MW with 4-hours storage is required to significantly reduce the amount of unserved energy by about 80%. Details are provided in **Table 31**. The costs of such interventions are also provided, for instance the technical solution to mitigate stage 4 loadshedding is 55 MW battery capacity

at a once off build cost of R 1.13 billion which would be about double the total bulk purchases cost in 2023 for Stellenbosch municipality. The annualised build cost of R 185 million is about 30% of the said account.

Table 32 provides a summary of the total costs and some of the benefits. Due to losses with charging and discharging, batteries are net loads. In the modelling scenario this additional load is sourced from Eskom. Depending on the frequency of loadshedding and the operating regime of the facility, energy arbitrage benefits are expected to overcompensate for these additional purchases. The value of avoiding unserved energy is dependent on many factors and varies across customers. The published Cost of Unserved Energy of R 93.00/kWh [18] is used for explanatory purposes. Even if taken at 10% of this value there is a strong case for battery storage.

Table 31: New builds in 2023 of battery storage and Peakers (ICE) to mitigate loadshedding

	Battery	ICE	Build Cost	Annualised Build Cost	Fuel Cost (diesel)	Unserved energy reduced	
	MW	MW	R million	R million	R million	MWh	%
Stage1	50	-	1 031	168	-	3 510	84%
Stage2	55	-	1 134	185	-	7 480	89%
Stage4	55	-	1 134	185	-	15 860	89%
Stage6	65	-	1 340	218	-	20 190	78%
Stage8	60	15	1 642	244	18.5	28 350	83%

Table 32: Total annual costs and benefits of technical interventions for loadshedding mitigation

Per year	Total Build and Opex R million	Value of avoided USE* R million
Stage1	168	326
Stage2	185	696
Stage4	185	1 475
Stage6	218	1 878
Stage8	263	2 637

*USE (unserved energy), Cost of USE = R93.00/kWh

The future is unknown and to account for uncertainty, decision makers may favour low or 'least' regret options. To test this, the technical solution for loadshedding stage 4, (55 MW battery storage deployed in 2023), is inputted as committed builds in the Least Cost Nodal model/scenario (refer to **Section 5.6.2**) and optimised. The outputs are compared in the figure below to Least Cost Nodal. The two solutions are similar, the biggest variation is the deployment of large amount of batteries with loadshedding mitigation.

The question is: what is the cost premium[9] to install batteries early to mitigate loadshedding? **Figure 67** shows the cost to be comparable. The cost premium is 11% over the horizon 2022 to 2040. The second question decision makers need to evaluate: is that a justified cost to mitigate loadshedding? Further studies are recommended to unpack these possibilities.

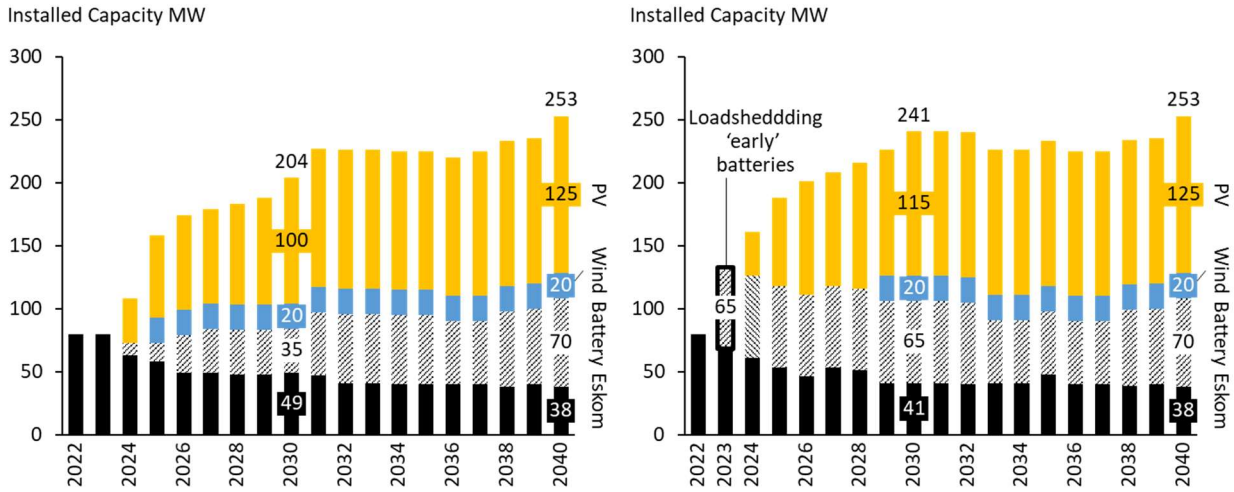


Figure 66: Installed capacity: Least Cost Nodal (left) vs loadshedding mitigation

[9] We know it is non-optimal solution as Least Cost Nodal had the option to follow this approach but 'choose' not to

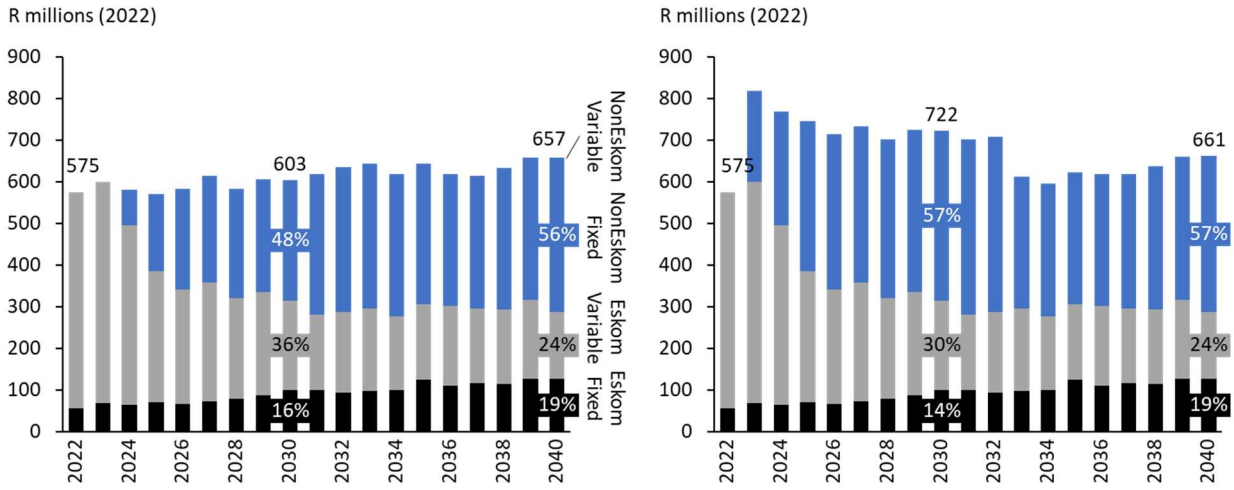


Figure 67: Cost of electricity: **Least Cost Nodal (left) vs loadshedding mitigation**

5.6.5. Electricity Cost Summary

The following table and figure provides a summary of the generation expansion plan scenarios studied. The lowest cost of electricity supply is provided by Least Cost Munic which allows wheeling via Eskom's network. The cost premium when wheeling is excluded is 8%.

Table 33: Summary of generation expansion plan scenarios

Sum over 2022 - 2040		BAU	LC Nodal	Relative BAU	LC Munic	Relative BAU	Auto nomy	Relative BAU
Eskom	GWh	**7 070**	3 705	-48%	2 759	-61%	2 119	-70%
Non-Eskom	GWh		3 561		4 464		5 111	
Total	GWh	**7 070**	7 266	2.8%	7 223	2.2%	7 230	2.3%
Costs	R billions	**14.6**	11.7	-20%	10.7	-21%	13.8	0.3%
CO2	10^9 kg	**4.7**	2.6	-43%	2.0	-56%	1.7	-63%
H2O	10^9 kg	**4.4**	2.7	-40%	2.1	-52%	1.6	-64%

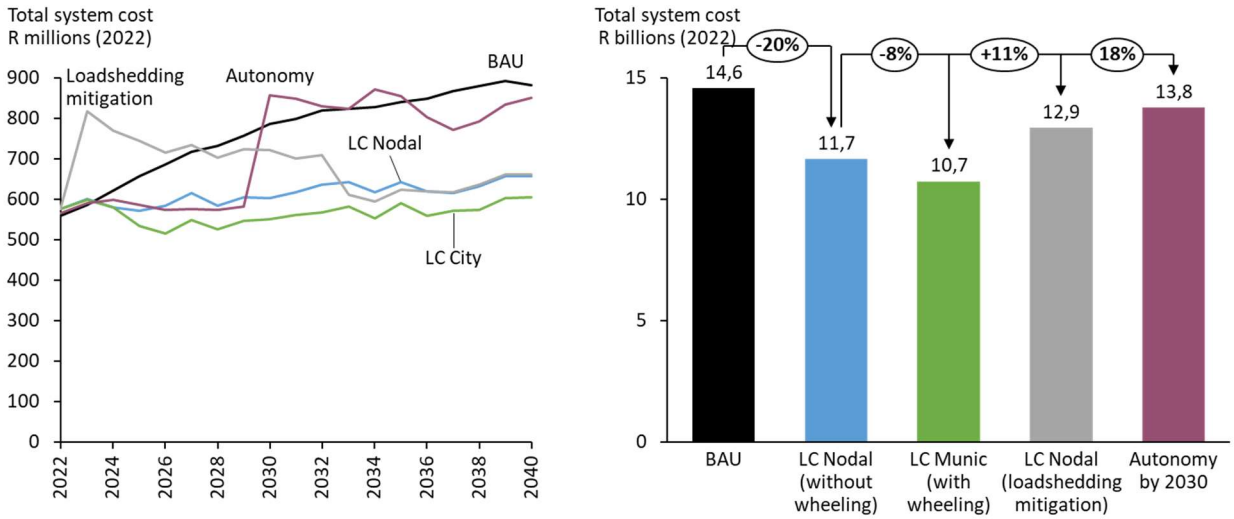


Figure 68: Cost of electricity and cumulative costs of various scenarios

6. Socio-Economic Benefits of VRE and Battery Storage

This section provides a summary of the socio-economic analysis.

6.1. Background & Description

The deployment of renewable energy technologies provides various socio-economic benefits such as job creation, gross domestic product (GDP) growth, skills development, improved health among others. Globally, job creation and GDP growth have been cited among the key considerations to support the deployment of renewable energy. The main objective of this section is to quantify the potential job creation and economic growth for the deployment of solar PV, wind, and battery storage technologies in the jurisdiction of Stellenbosch Municipality.

6.2. Methodology

A quantitative approach is used to quantify the potential socio-economic benefits of deploying renewable energy and battery storage technologies. The International Jobs and Economic Development Impacts (I-JEDI) model developed by the National Renewable Energy Laboratory (NREL) was used and adapted by the CSIR to quantify the potential socio-economic impacts of solar PV and wind energy technologies. The input data required for the model included project size (MW), exchange rates, component cost data and local content for various equipment and segments of the entire value chains. The input data was acquired via primary and secondary research. The model outputs include jobs creation numbers (direct, indirect, and induced), total earnings, gross output value and gross domestic product (GDP) or economic value creation.

Furthermore, since the I-JEDI model does not have a specific development for battery storage, the employment benefits for this technology were sourced from an international study conducted by the Solar Foundation [19]

6.3. Results

6.3.1. Overview

This section details the results from modelling of socio-economic impacts from deployment of wind energy, solar PV and batter storage technologies using I-JEDI model. The results for estimated job and GDP contribution are displayed in terms of direct, indirect, and induced. The I-JEDI model distinguishes between construction and operations & maintenance (O&M) periods of the specific technologies.

Construction jobs are temporary and generally last for approximately 24 months, while O&M jobs are sustainable and increase with installed capacity. O&M periods are typically 20-25years for both solar PV and wind technologies. Furthermore, the jobs are also calculated on a full time equivalent (FTE) basis.

It is envisaged that the municipality will install the technologies with the capacities during 2022 – 2040 tabulated in the table below. These capacities were used as input into the I-JEDI models.

Table 34: Modelled capacities (in MW's) for installation of solar PV, battery storage and wind technologies within the municipal jurisdiction for the period 2022-2040 (Least Cost Nodal)

Year	2024	2025	2026	2027	2028	2029	2030	2031	2032
PV	35	30	10		5	5	15	10	
Wind		20							
Battery		10	5	15	5			15	5
Year	**2033**	**2034**	**2035**	**2036**	**2037**	**2038**	**2039**	**2040**	**Total**
PV					5			10	125
Wind									20
Battery		10	5	10	5	10		10	105

6.3.2. Utility-Scale Wind and PV

The estimated number of job creation over the period 2022-2040 from the deployment of total capacity of 125 MW solar PV are 2,329 jobs (*719 direct, 778 indirect and 832 induced jobs*) and 713 jobs (*213 direct, 260 indirect and 241 induced jobs*) during the construction and O&M phases, respectively. The deployment of 20MW of wind technology is estimated to create 563 construction jobs (*178 direct, 188 indirect, and 197 induced*) and 451 O&M jobs (*138 direct, 147 indirect, and 166 induced*). These numbers are illustrated in more detail in the following figure.

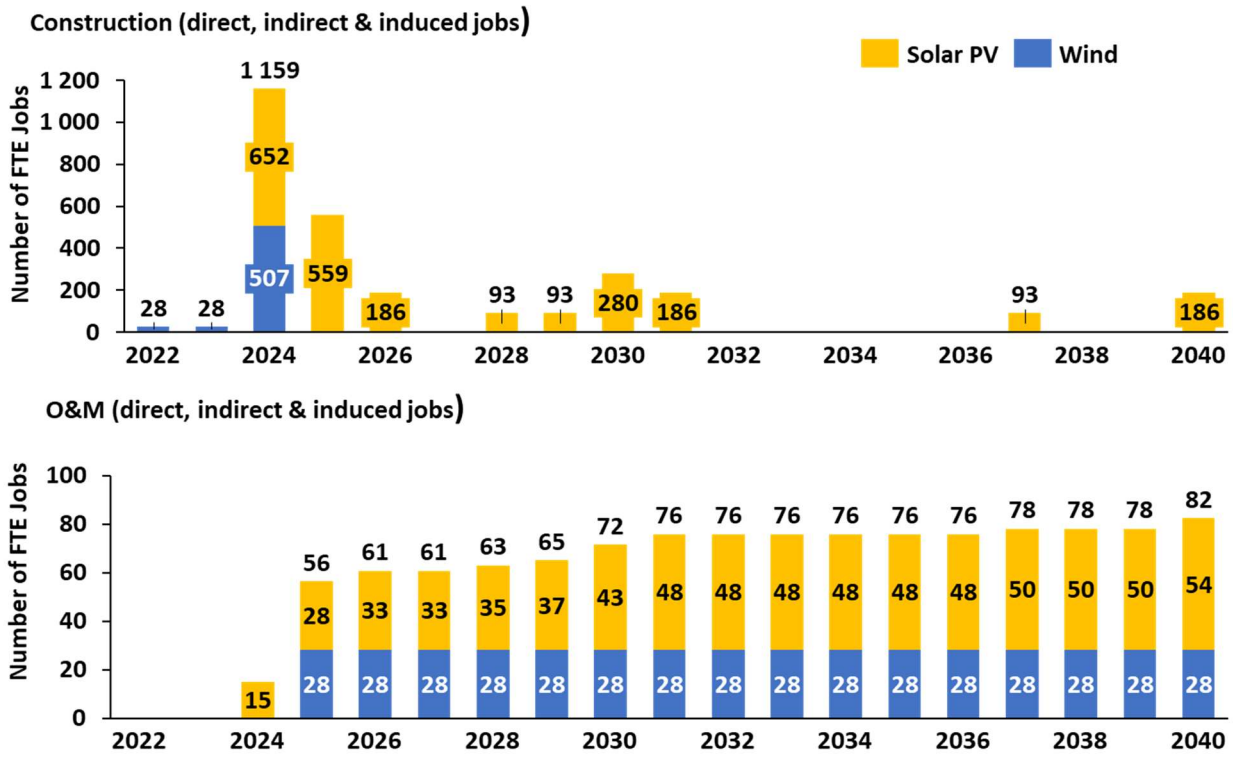


Figure 69: Modelled job creation for deployment of capacities from solar PV and wind technologies

Figure 70 illustrates the total GDP and value creation which can be generated over the period 2022-2040 during the construction and O&M phases of the deployed capacities of solar PV and wind in the municipal jurisdiction. GDP growth for construction period equates to a total of R1,122 million and R236 million respectively for solar and wind capacities. While during the O&M phases the total GDP value is estimated at R310 million and R411 million, respectively for solar and wind.

However, it should be noted that the inconsistent procurement of additional capacity affects the annual jobs creation and GDP growth as depicted.

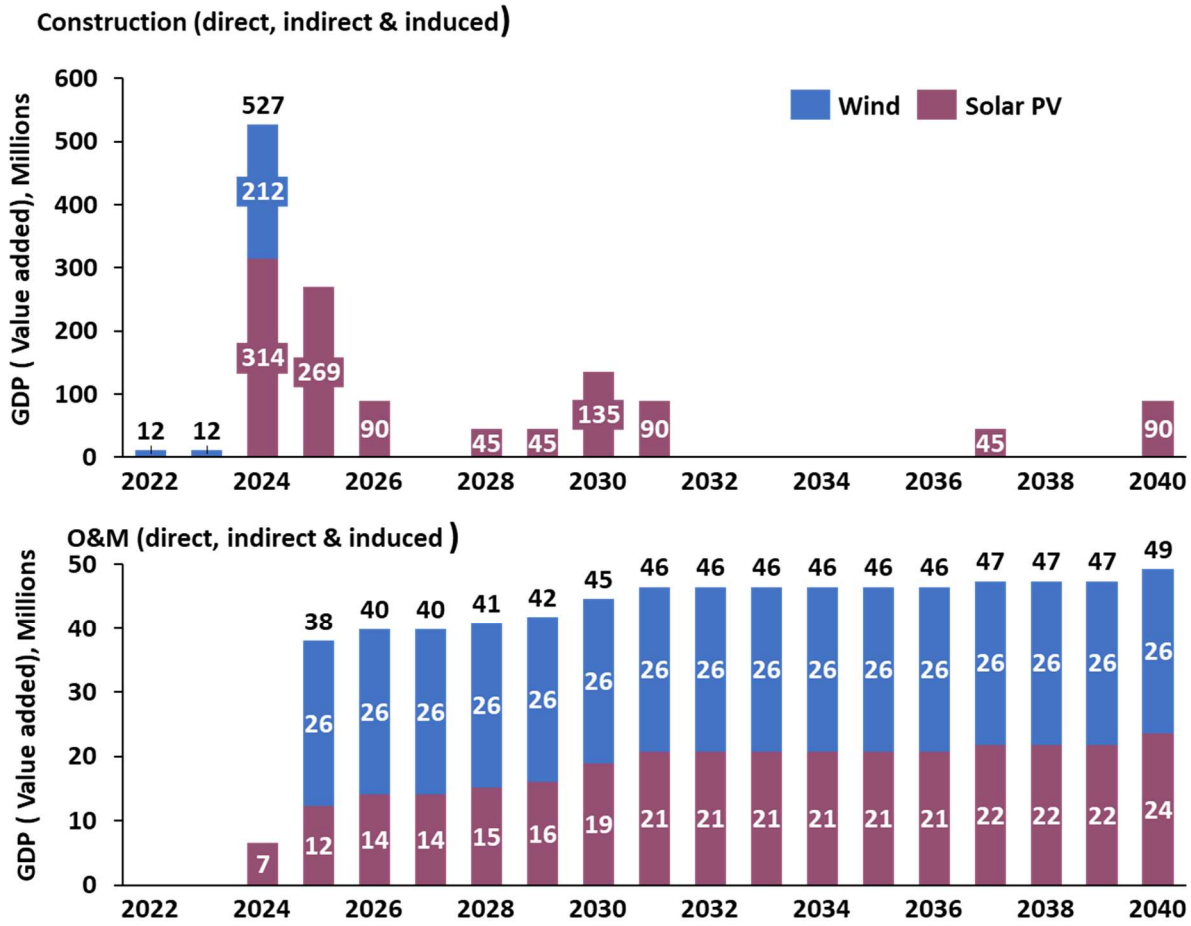


Figure 70: Modelled GDP growth for deployment of capacities from solar PV and wind technologies

6.3.3. Battery Storage

The installation of 105 MW capacity of battery storage over the period 2022 – 2040 has the potential of creating about 121 and 243 direct and induced jobs, respectively. This is based on an application of 1.15 direct jobs/MW and 2.31 induced job/MW, which were calculated using information from the literature review. A consistent build out of battery storage projects is encouraged to ensure that jobs are consistently created. The following figure illustrates the job creation from the installation of capacities detailed.

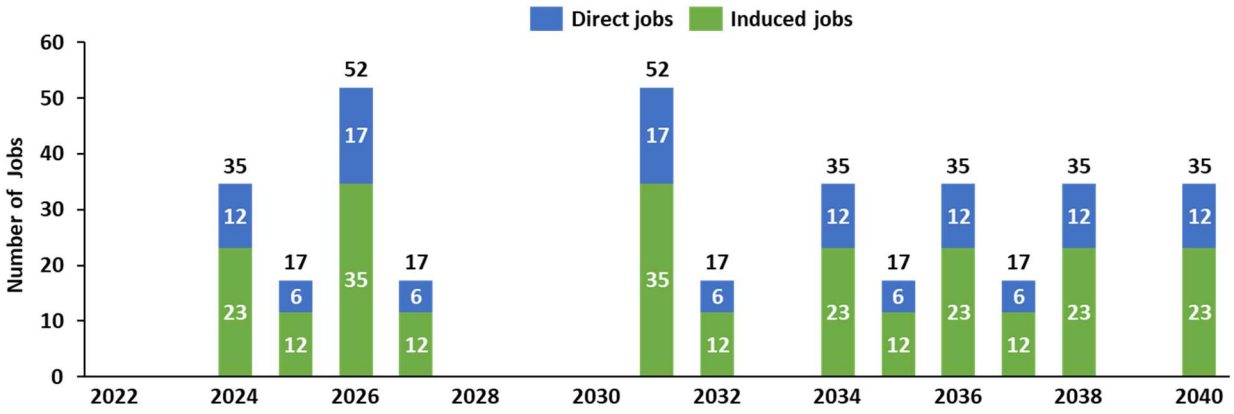


Figure 71: Potential job creation during the installation of battery storage

6.4. Conclusions

The potential job creation and economic value-added impacts resulting from the deployment of 125 MW utility-scale solar PV and 20 MW wind energy installations during 2022-2040 have been estimated using the IJEDI model. The results indicate that a total of 2,892 and 1,164 FTE jobs can be created during the construction and O&M phases of these energy technologies, respectively. Furthermore, a total economic value added of approximately R 1,358 million and R 721 million can be generated during the construction and O&M phases, respectively. It is evident that these technologies have the potential to deliver social and economic benefits, however, a consistent built out of such projects is encouraged in order to sustain these benefits. The economic value-added associated with battery storage could not be quantified due to the limited available information and models for the technology.

7. Summary and Conclusions

7.1. Rooftop PV Analysis

The geospatial work identified rooftop area for the municipality per customer class. Residential customers 'house' 54% of the identified space. Installable PV capacity equates to approximately 580 MW of rooftop PV. This is about 8 times the municipality's MD (maximum demand).

Around 40% of the identified installable rooftop PV capacity would be required to meet all customers' annual volumetric energy consumption, in terms of magnitude (not timing). Residential, commercial and agricultural customers have adequate roofspace to cover their own annual electricity consumption needs.

The business case analysis shows that rooftop solar PV currently makes sense in most instances. Due to increasing municipal tariffs and declining solar PV costs the business case improves with time. If the current price paths continue, solar PV will make financial sense for all customer classes and scenarios by 2040. Stellenbosch already provides a feed in tariff to its customers. Stellenbosch Municipality is most likely in the initial-Early Adopters stage and already has around 6 MW of embedded PV generation on their network.

The analysis showed that rooftop solar PV will likely play a significant role in the electricity future of the municipality. Decision makers should be mindful of this customer resource and promote the responsible and sustainable utilisation thereof. Utilities should be careful to not push their customers to deflect with excessively high access charges or unreasonably low FIT (feed in tariffs). Ongoing loadshedding is already causing many South Africans to install batteries for reliable supply/backup. Stellenbosch Municipality is in the position to be able to buffer their customers from loadshedding and expected Eskom tariff increases.

7.2. Capacity Expansion Planning

7.2.1. Techno-Economic Analysis

d Contrary to the municipality's current and expected expansion, the demand is forecast to decline by 9% from the current 392 to 356 GWh in 2040. The Eskom tariffs were estimated to increase above inflation and to also shift away from energy dominated charges to higher fixed and demand charges. The municipality's current total Eskom bill is 88% energy related. Assuming the same electricity usage pattern this would decrease to about 70% in 2040.

Under the BAU scenario, the total cost of electricity purchases would increase from R 558 million in 2022 to R 881 million in 2040, in real terms a 60% increase, even though demand is expected to decline.

The following alternatives were considered: wind, solar PV, battery storage and peakers (gas turbines and engines). To provide realistic outputs annual MW build limits were enforced on wind and solar PV. Utility-scale build size was taken as 20 MW and 5 MW for wind and solar PV, respectively. The possibility of lower build sizes favoured PV in the smaller load centres. All new builds were limited geographically within the municipal boundaries, and thus, so was wheeling arrangements.

The study showed that by procuring alternatives and diversifying the energy mix, the cumulative cost of electricity could be reduced by 20%. With the addition of low-cost renewables, the unit cost of electricity could be significantly lower than the BAU scenario. Stellenbosch Municipality has the opportunity to lower their demands on the struggling national network, reduce electricity costs and lower their environmental impact. The cost of Stellenbosch Municipality not taking action timeously is high.

Under the Least Cost Nodal plan, the capacity (MW) reliance of Eskom would reduce from the current 100% to 60% by 2030 and 50% by 2040. Over the same period the reduction in energy reliance is greater, namely down to 40% and 30%. It should be noted that the annual build limits of VRE are relatively high so these results could be seen as optimistic. Eskom will continue to play a major role and will supply more than half of the electricity (GWh) over the said period. It was shown that it is not economically optimal for Stellenbosch Municipality to disconnect from the grid.

The Least Cost plan has cost benefits as well as societal benefits derived from reducing CO_2 emissions and consuming less water. The following figure shows the cost savings, cumulative CO_2 emissions and water consumption for Stellenbosch Municipality. Renewables will provide almost half of the electrical energy over the period.

Engineering load flow studied determined the VRE generation with a maximum size of 72 MW can be connected at Stellenbosch substation, 18 MW can be connected at Cloetesville substation and a 29 MW plant can be connected at Franschhoek substation. Due to Pniel receiving supply at 11 kV only a 2 MW plant can be connected there. The wheeling of electricity within the municipal boundaries via Eskom's network was investigated. It was shown that Stellenbosch Municipality could reduce the cost of electricity by a further 8% through wheeling. Wheeling allowed for a greater exploitation of better wind resources and reduced the curtailment of wind. The total cost of electricity should be evaluated, not just the generation costs. Further studies on wheeling from outside the municipal boundaries are recommended.

For the 100% Autonomy scenario, a significant amount of peakers are built in 2030 to provide firm capacity. The total annual cost of this scenario peaks at R 857 million, R 300 million of which are diesel fuel costs. The analysis excludes the necessary network/system upgrades; thus the cost estimates are optimistic (low). Cheaper fuel alternatives would dramatically change the costs.

The amount of loadshedding in 2022 is unprecedented. Technical solutions to mitigation loadshedding were investigated. Battery storage was selected over peakers (ICE and OCGT). Only with stage 8 loadshedding, which has limited time available for charging of the batteries, were peakers required to supplement battery storage. It was shown that about 50 MW with 4-hours storage located across the municipality could reduce the amount of unserved energy by about 80%. The overnight capital cost of such a facility of around R 1.2 billion would be twice the municipality's annual bulk purchase account in that year. When compared to the cost of unserved energy at R 93.00/kWh, even if taken at 10% of this value there is a strong case for battery storage. Furthermore, the cost premium of deploying such a facility in 2023 was compared to the techno-economic optimal solution for electricity supply. The cost premium is 11% over the horizon 2022 to 2040. The question decision makers need to evaluate is if this premium is a justified cost to mitigate loadshedding. Further studies are recommended to unpack these possibilities. Additionally, the municipality should engage with the System Operator as to what is permissible during loadshedding.

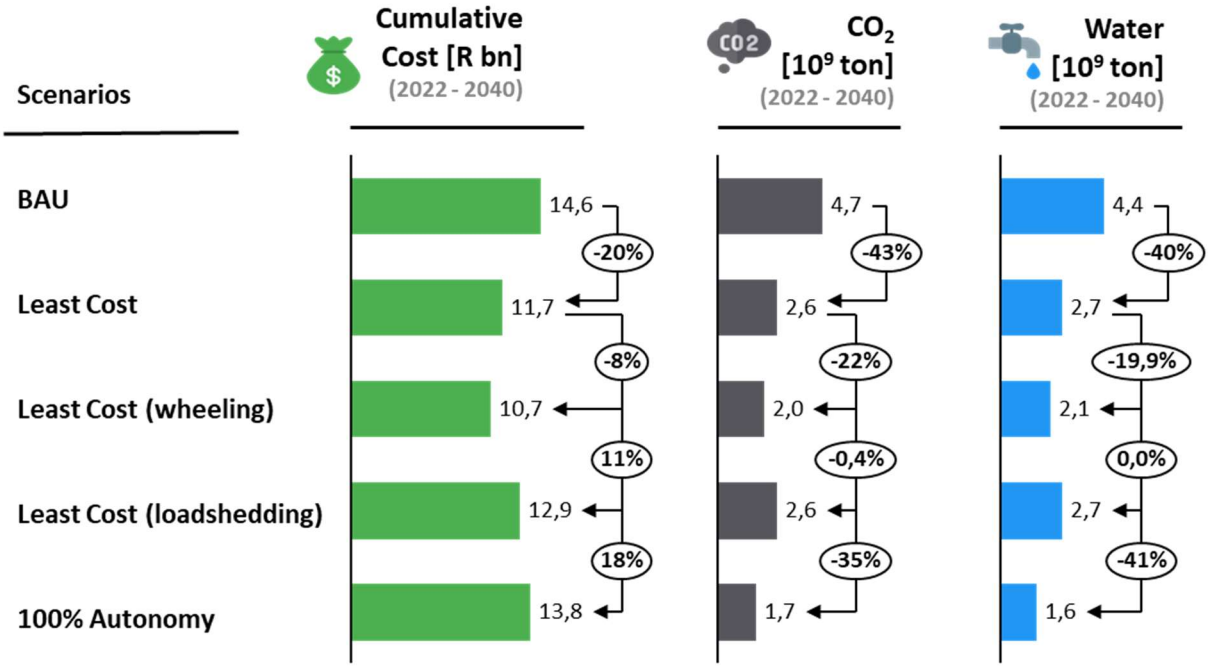


Figure 72: Cumulative costs, indirect CO_2 emissions and water consumption

The build capacity for the Least Cost Nodal plan is provided in **Table 35**. In the short-term, Stellenbosch Municipality should procure wind and solar PV. Due to relatively small load-centres, the latter is favoured. These are least regret options. The likely limitation will be procurement constraints. Procurement should be based on the value to the municipality and the municipality should not simply incentivise the lowest flat tariff - generation that maximises savings/value. For instance, electricity supplied during peak periods and the high demand season are of higher value. Put simply: tell the market what you want/need and let the private sector optimise. Rules of the game in terms of grid unavailability and curtailment need to be carefully considered. This is particularly important based on the current electricity crisis and increasing curtailment with likely high levels of VRE penetration.

In the medium term, energy storage systems should also be procured, either as stand-alone systems or as RE hybrids. The latter may have co-optimisation benefits. If loadshedding persists, which it likely will, then energy storage systems should also be procured in the short-term. Loadshedding mitigation provides guidance on the way forward.

It is not recommended that Stellenbosch Municipality make all the new capacity investments at once, but rather make investment decisions in the short-term and then revise the municipal electricity masterplan once every two to three years to determine the next phase of investment.

Table 35: Build capacity: Least Cost Nodal (without wheeling)

Built Capacity MW		Wind	PV	Battery (4 hours storage)
Short-term	2022 - 2025	20	65	15
Medium-term	2026 - 2030	0	35	20
Long-term	2031 - 2040	0	25	35
Installed capacity by	2040	20	125	70*

*Not the sum as battery storage lifespan is 10 years

7.2.2. Socio-Economic Analysis

The potential job creation and economic value-added impacts resulting from the deployment of 125 MW utility-scale solar PV and 20 MW wind energy installations during 2022-2040 have been estimated using the IJEDI model. The results indicate that a total of 2,892 and 1,164 FTE jobs can be created during the construction and O&M phases of these energy technologies, respectively. Furthermore, a total economic value added of approximately R 1,358 million and R 721 million can be generated during the construction and O&M phases, respectively. It is evident that these technologies have the potential to deliver social and economic benefits, however, a consistent built out of such projects is encouraged in order to sustain these benefits. The economic value-added associated with battery storage could not be quantified due to the limited available information and models for the technology.

8. Recommendations for Further Work

The study provides the "what" should be procured. The "how" and by "who" still needs to be unpacked by the municipality.

Various aspects could not be considered in this study, either as it was outside of scope or due to time constraints or lack of data. Recommendations for further work include:

- Studies on loadshedding mitigation should be expanded., including stochastic modelling. System Operator requirements during loadshedding should be considered carefully.
- The impact of climate change on the local solar and wind resources should be considered
- Further tariff projections could consider a more aggressive shift away from the energy cost driver to fixed/demand components
- Historic data on embedded generation should be provided to perform the adoption rates analysis. This section can also be expanded to include consumer behaviour and potentially extract lessons learnt from other parts of the world
- Site selection for wind and PV plants should be taken further
- On-site wind measurements in strategic locations
- Demand Response investigations should be undertaken. The cost of implementing such strategies should be compared to alternatives, such as Peakers and battery storage
- It would be useful to the municipality to translate the findings of this study to sustainable tariff design
- The study provides possible electricity future scenarios, but no guidance on how to achieve this is offered. Transaction advisory assistance could assist the municipality with potential procurement programmes. The procurement strategy should be explored to answer questions like:
    - How to promote quick responses to the ongoing electricity crisis?
    - Eskom is the single Buyer in RE4P model, should Stellenbosch Municipality be the only Buyer?
    - What enabling programmes would best serve Stellenbosch Municipality customers?
    - What role does wheeling from outside municipal boundaries have?
    - Should Stellenbosch Municipality transition to becoming a network service provider and how best to do so?

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7.6.5	**ACCEPTANCE OF STELLENBOSCH MUNICIPALITY'S ELECTRICITY RINGFENCING AND COST OF SUPPLY STUDY FINAL REPORT**

Collaborator No: **746224**
IDP KPA Ref No: **Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: ACCEPTANCE OF STELLENBOSCH MUNICIPALITY'S ELECTRICITY RINGFENCING AND COST OF SUPPLY STUDY FINAL REPORT

2. PURPOSE

To present to Council the final report of Stellenbosch Municipality's Electricity Ringfencing and Cost of Supply Study for acceptance and approval.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

During the advent of more frequent loadshedding periods by Eskom, Council decided to investigate ways and means to reduce the impact on civil society and businesses by means to co-generate electricity. To this end, the Municipality entered into a Memorandum of Understanding with:

- The University of Stellenbosch
- Council for Scientific and Industrial Research (CSIR) as well
- The Western Cape Government

Conducting an electricity Cost of Supply Study has been identified as one of the three investigations to be done.

The electricity Cost of Supply (COS) study contains 2 main components.

- Ringfencing electricity. The key objective of this part of the study is to establish the true cost and revenue of electricity supply in the municipality.

- The Cost of Supply study. The objective of the cost of supply study is to know the cost of supplying customers on each tariff and to compare this with the revenue from current tariffs and thus the cross-subsidies.

This report describes the details relating to the two components of the study undertaken for Stellenbosch Municipality. It contains the detailed results for the whole area.

5. RECOMMENDATIONS

(a) that Council accepts the report on "ELECTRICITY RINGFENCING AND COST OF SUPPLY STUDY" - as authored by the Neil Lyners and Associates Consulting Engineers;

(b) that Council note the recommendations made in the report regarding the pricing and setting of future electricity tariffs;

(c) that Council adopts the final cost of supply study report, as the report to be used in future to develop new electricity tariffs and derive percentage increases on the existing electricity tariffs.

6. DISCUSSION / CONTENTS

6.1 Background

In October 2022, Stellenbosch Municipality appointed Neil Lyners and Associates Consulting Engineers to conduct an Electricity Distribution Ringfencing and Cost of Supply Study. The Cost of Supply Study is needed.

(a) to enable the municipality to develop cost reflective electricity tariffs. The COS report will determine the current cost to supply electricity and the anticipated cost of service for the next financial years in order for the municipality to move towards cost reflective tariffs within the subsidised model so as to be in a better financial position to render the services as required by a municipality.

(b) To comply with The Electricity Pricing Policy (EPP) policy position 23 states that: *"Electricity distributors shall undertake COS studies at least every five years, but at least when significant licensee structure changes occur, such as in customer base, relationships between cost components and sales volumes. This must be done according to the approved National Energy Regulator of South Africa (NERSA) standard to reflect changing costs and customer behaviour".*

(c) Due to a major change in the municipal electrical network that took place in February 2019, where the municipality inherited customers in the Dwarsrivier area from Drakenstein Municipality.

(d) To develop tariffs for the alternative Electricity Generation systems to counter the impact of the current spate of loadshedding on the social and business fraternity of Stellenbosch Municipality.

(e) To cater for the Wheeling of electricity from external electricity generators situated outside Stellenbosch Municipality's electricity distribution network.

Various investigations had to be done to focus the aim of the Municipality to those most viable measures in countering the loadshedding struggle within Stellenbosch.

The following projects were launched:

e. Energy Master Plan Investigation – Appointed the CSIR to do the investigation and the work is completed.
f. Cost-of-Supply Study – Appointed Neil Lyners to do the Cost of Supply Study
g. Energy Storage Study – Appointed the University of Stellenbosch to do a viability exercise on batteries and other energy storage mechanisms.
h. Electricity Master Plan to investigate the capacity of networks with the introduction of various electricity generators – Appointed GLS Consulting and the work is ongoing.

This report deals with matter in (ii) above.

6.2 Discussion

The methodology used to conduct the cost of supply study is based on NERSA's Cost of Supply Framework and NRS058. The following steps in Figure 1 based on NERSA's Cost of Supply Framework were used to conduct the cost of supply report.

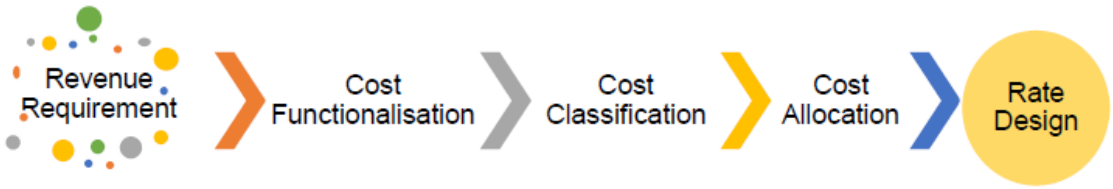


Figure 1 indicating the step to follow when conducting a cost of supply study

Even thou the report follows the NERSA framework, but it must be realised that it is an over implication of a much more complex process and thus feature many more steps. It is also noted that NRS058 was developed largely by an Eskom employee who only undertook cost of supply in Eskom. The issues of ring-fencing of electricity from the rest of the municipality do thus not feature in NRS058. For a proper study, ringfencing has been done to determine the true costs and revenues and specifically overheads that should be charged to electricity by the municipality. This means that the trial balance of the municipality and the NERSA D-form figures will be different due to a proper ringfencing process being followed.

Because it is best to do cost functionalization as early as possible in the process, it is done as part of the ringfencing study. In other words, the costs within electricity are identified and then costs are allocated from the various support functions in the municipality towards each of the various functions in electricity. More details on the methodology applied to do the ringfencing are found in the actual COS report.

The Study found the following:

- Poor customers are seriously subsidised.
- All consumers on domestic categories are undercharged because of the lack of fixed charges.
- All consumers on commercial categories are also undercharged.
- All consumers on agricultural categories are overcharged.
- All bulk consumers on time of use (TOU) and not on TOU are overcharged.
- Streetlights and municipal tariffs are slightly overcharged.
- Availability charges are slightly low.

This report was presented to the employees of Electricity Department and Finance department. The Director: Infrastructure Services and the Chief Financial Officer also attended the presentation.

It should be noted that the scope of work for Neil Lyners and Associates Consulting did not include the last step "rate design". Another consultant, BBEnergy Consulting, was appointed to do tariff determination prior to the appointment of Neil Lyners. BBEnergy is in progress to do rate design based on this Cost of Supply Study.

6.3 Financial Implications

This report has financial implications to the municipality but will only become known once electricity tariffs have been developed in line with the key findings and recommendations of this report.

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

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.

ANNEXURES

Annexure A: STELLENBOSCH ELECTRICITY – Ringfencing and Cost of Supply Study 2021/2022

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REPORT DATE	***07 March 2023***

ANNEXURE A

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

ELECTRICITY COST OF SUPPLY STUDY FOR STELLENBOSCH MUNICIPALITY AS PER THE REQUIREMENTS OF NERSA

(Project Ref. No 22182E)

MARCH 2023

Compiled for :

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REPORT DETAILS :

Lyners Reference No:	22182E
Client:	Stellenbosch Municipality
Report prepared by:	Theo Potgieter / Hendrik Barnard
Client representative:	Victor Dyusha
Keywords:	Cost of Supply
Revision record and date:	Final – March 2023

Date	Revision	Status	Format	Issued to:
March 2023	Final	Final	Pdf	V Dyusha

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- Correctness of the information provided.
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EXECUTIVE SUMMARY

As described in the guidelines of the National Energy Regulator of South Africa (NERSA), a Cost of Supply (COS) study is one of the most important considerations in establishing and designing electricity rates that are implemented to provide the service required by customers and recover costs incurred by the municipality. The objective of COS study is to apportion all costs required to service customers among each customer class in a fair and equitable manner, thereby developing cost reflective tariffs.

This will enable the municipality to gain the following knowledge :

- The real cost of supplying different customers
- The difference between costs and tariffs and thus subsidies applied
- The costs of various activities such as purchases, network and customer services, personnel costs etc

This knowledge will empower the municipality then to :

- Formulate pricing policy in view of the new information obtained
- Change tariffs to comply with the new policy set
- Formulate specific strategies of addressing cross-subsidies
- Develop management practices to address the high cost items
- Develop marketing strategies to target opportunities offered by different tariffs
- Develop strategies which will facilitate the introduction of customer choice
- Develop pricing strategies to integrate renewable energy into the system

Neil Lyners & Associates was appointed by Stellenbosch Municipality in September 2022 to do the above Cost of Supply Study for implementation in the 2023/24 financial year.

This study was done with the assistance of energy specialist Hendrik Barnard (of the company Elexpert) who is a national energy expert on Cost of Supply Studies and Electricity Tariffs.

Table of contents:

1. INTRODUCTION. 2
2. INITIAL ASSESMENT 2
3. METHODOLOGY SUMMARY 3
4. NETWORK CAPITAL COST ANALYSIS 6
5. SALES. 13
6. CUSTOMER CONSUMPTION PATTERNS. 19
7. CUSTOMER / SALES / REVENUE ANALYSIS. 24
8. NETWORK LOSSES. 32
9. BULK SUPPLY ANALYSIS. 33
10. REPRESENTATIVE LOAD PROFILE ANALYSIS. 41
10.1. Network profiles. 44
10.2. Profile re-conciliation. 45
10.3. Representative Profile Quantities. 46
10.4. Network Profile Quantities. 47
11. RINGFENCING. 47
11.1. Key focus areas 47
11.2. Methodology applied 48
11.3. Overhead cost allocation 55
12. REVENUE REQUIREMENT. 60
13. COST OF SUPPLY 62
13.1. Cost Categorization 62
13.2. Cost allocation: phase 1 65
13.3. Cost allocation: phase 2 67
13.4. Cost allocation: phase 3 67
14. Tariff Structure Analysis 82
15. SUBSIDY ANALYSIS 82
16. ESKOM MARGINAL COSTS 82
17. KEY FINDINGS 83
18. PRICING IMPLICATION. 84
19. PRICING ISSUES RELATING TO WHEELING. 84
20. SMALL SCALE EMBEDDED GENERATION (SSEG) PRICING INPUTS 87
21. CONCLUSIONS 88
22. ANNEXURE 88
22.1. Allocation of network costs to tariff categories. 88
22.2. Definitions. 91
22.3. Abbreviations 93

1. INTRODUCTION.

Stellenbosch Municipality (Stellenbosch) sanctioned a comprehensive electricity Cost Of Supply (COS) study which contains 2 main components, more than that required by NERSA:

- Ringfencing electricity. The key objective of this part of the study is to establish the true cost and revenue of electricity supply in the municipality.
- The Cost of Supply study. The objective of the cost of supply study is to know the cost of supplying customers on each tariff and to compare this with the revenue from current tariffs and thus the cross-subsidies.
- Normally the Tariff study would be done as an integrated project together with the first two steps but Stellenbosch has appointed a different consultant to undertake this part.

This paper describes the details relating to all two components of the study undertaken for Stellenbosch Municipality. It contains the detailed results for the whole area.

2. INITIAL ASSESMENT

This section summarises the findings in terms of the existing tariffs and related issues. This was determined through analysis of the existing tariffs and discussions with electricity staff:

Domestic consumers.

- The domestic tariffs are all Inclining Block (IBT). This means that at low usage consumers are subsidised and at high consumption levels consumer are overcharged.
- The highest Block rate is massively overstated and will cause massive energy losses when consumers reduce consumption.
- Furthermore, pre-payment consumers using less than 600 kWh/m do not pay any fixed or capacity charges. This also means subsidising low usage consumers.
- The differential between those consumers using less or more than 600 kWh/m has no relation to cost.
- There are no capacity charges to encourage demand management by small consumers.
- These two factors cause the municipality to lose much more revenue than that saved when consumers use less electricity either because of behaviour, more efficient appliances, solar geysers or installation of renewable power at their premises.
- The first block price does not even cover the marginal cost of Eskom energy purchases, making no contribution to Eskom demand and access charges or local network costs.
- Conventional consumers are charged higher basic charges than pre-payment consumers. There is no basis for such price differences.
- There is no differentiation between 1 and 3 phase whereas costs differ.

Commercial consumers:

- The prepaid 20 Amp tariff has no fixed charges thus subsidising low usage consumers.
- Conventional consumers are charged higher basic charges than pre-payment consumers. There is no basis for such price differences.
- There are no capacity charges and tariff capacity differences are inadequate to facilitate any capacity savings.
- The energy rates are exceeding energy cost by close to 100%.
- The municipality is thus also exposed to net revenue loss when consumers reduce energy consumption.
- Municipal tariffs have no basic charges.

Rural consumers.

- The energy rates are too high and the fixed charges too low and no capacity differentiation.
- This exposes the municipality against net revenue losses when consumers reduce consumption.

Bulk consumers.

Non-TOU
- More than 50% Bulk consumers still on non-TOU tariffs.
- These consumers should all be on TOU.
- The maximum demand charges are exorbitant and energy charges too low.

TOU.
- It is obvious that access and demand charges for LV are not cost based as they are the same.
- Cost differentiation between LV and MV capacity and demand charges is understated.
- Levels will be assessed as part of cost of supply study.

Sport tariff.

- This is obviously a subsidy tariff for irregular usage consumers. Need to investigate.

Streetlight tariff.

- There should be a maintenance charge to cover the operating and maintenance cost.
- The energy charges is too high.

Wheeling charges.

- To be investigated.

Availability charge.

- To be evaluated.

3. METHODOLOGY SUMMARY

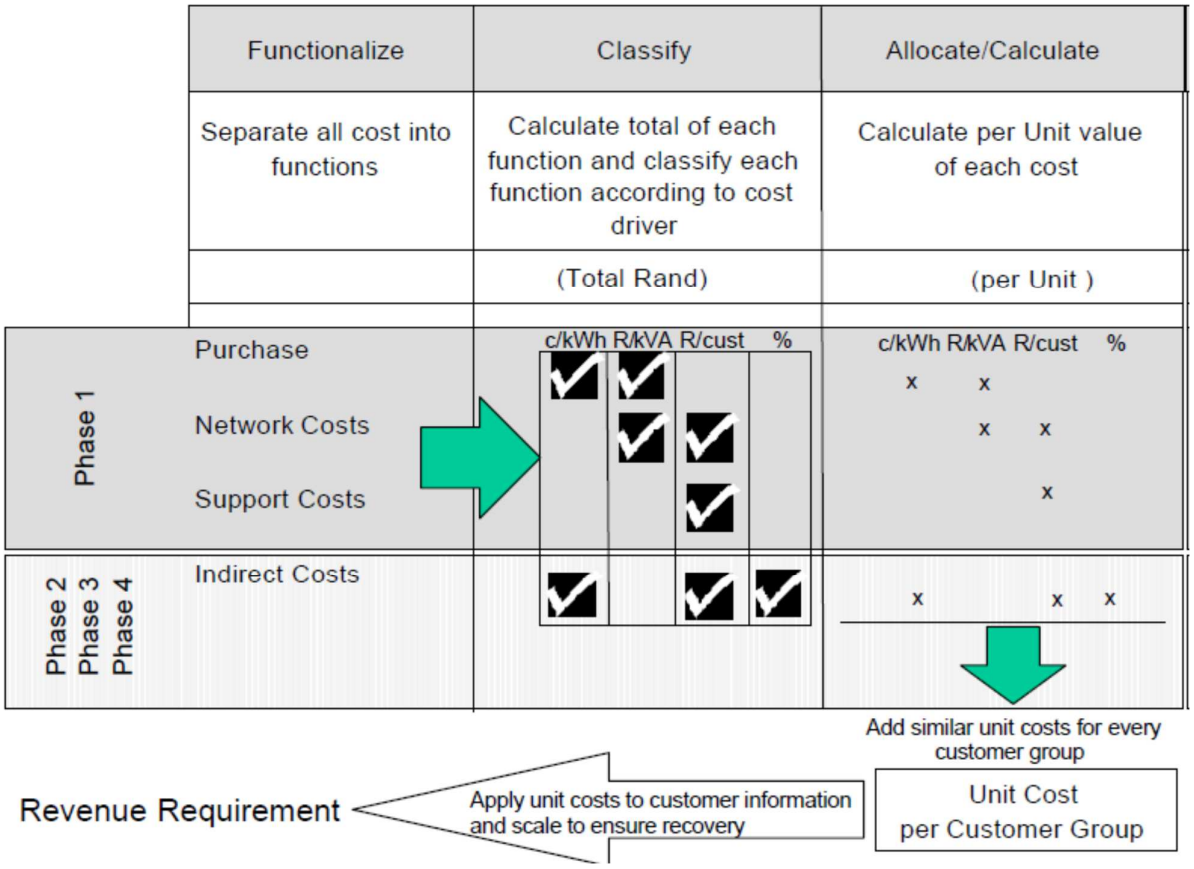
The NERSA cost of supply Framework describes the steps as shown in **Figure 1**. It is considered to be an oversimplification and does not cover all aspects.

Figure 1



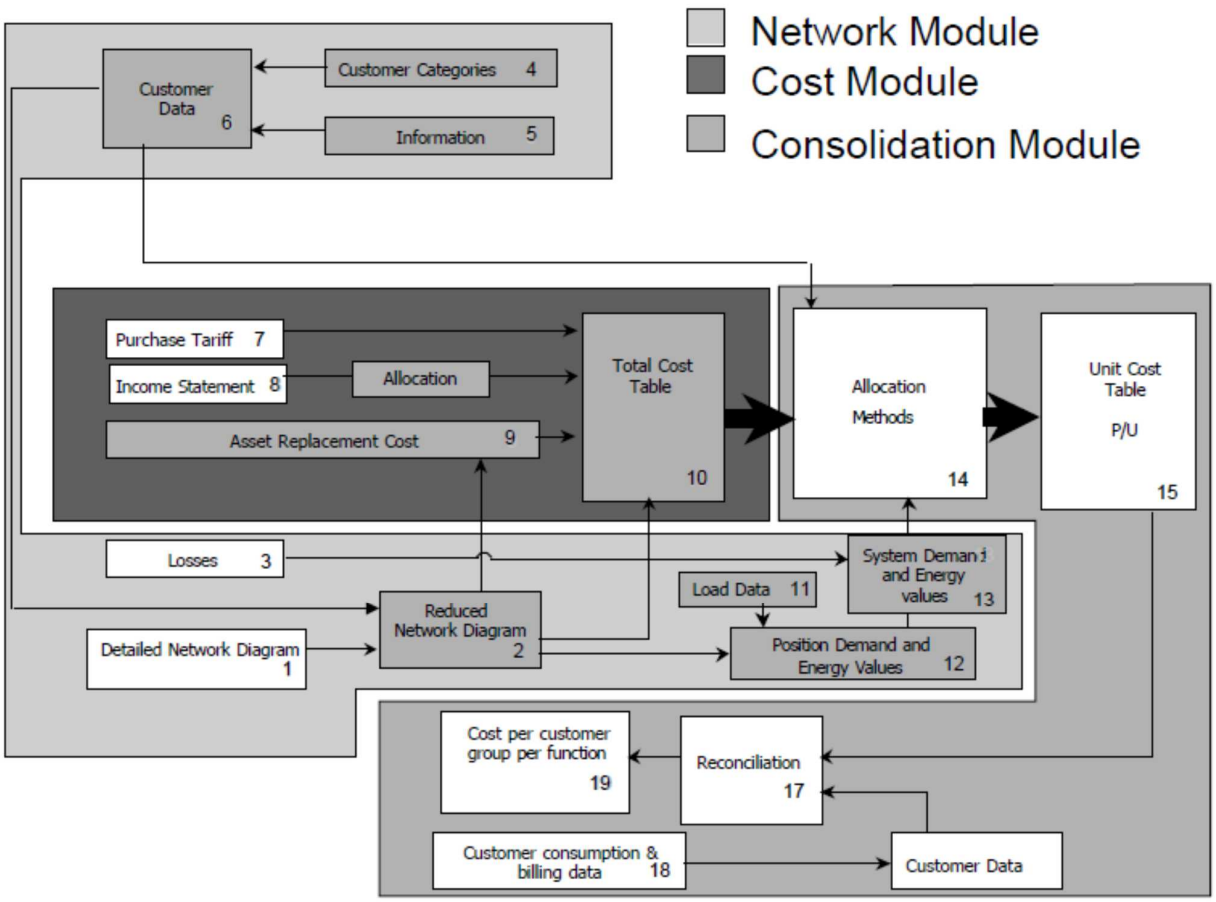
NRS058, the National Standard Specification "Cost of Supply Methodology for application in the Electrical Distribution Industry", which was developed many years ago but never received final approval due to a legal dispute, shows the framework as in the **Figure 2**.

Figure 2



Later in the NRS058 standard, a procedure diagram is provided as is shown in **Figure 3**. The NERSA framework does not feature any of these very important steps.

Figure 3



This report will thus follow the NERSA framework, but it must be realised that it is an over implication of a much more complex process and thus feature many more steps. It must also be remembered that NRS058 was developed largely by an Eskom employee who only undertook cost of supply in Eskom. The issues of ring-fencing of electricity from the rest of the municipality do thus not feature in NRS058. For a proper study, Ringfencing must be done.

It is however proposed that anybody who really wants to appreciate the complexity of this cost of supply study should read the Interim NRS058 before reading this report.

Before starting with the ringfencing study, some background calculations need to be done as detailed in the next few sections.

4. NETWORK CAPITAL COST ANALYSIS

The first step in analysing network assets is to develop a Reduced network diagram (RND). **Figure 4** illustrates this for the Stellenbosch network. Most rural supplies in the area are provided by Eskom.

Figure 4

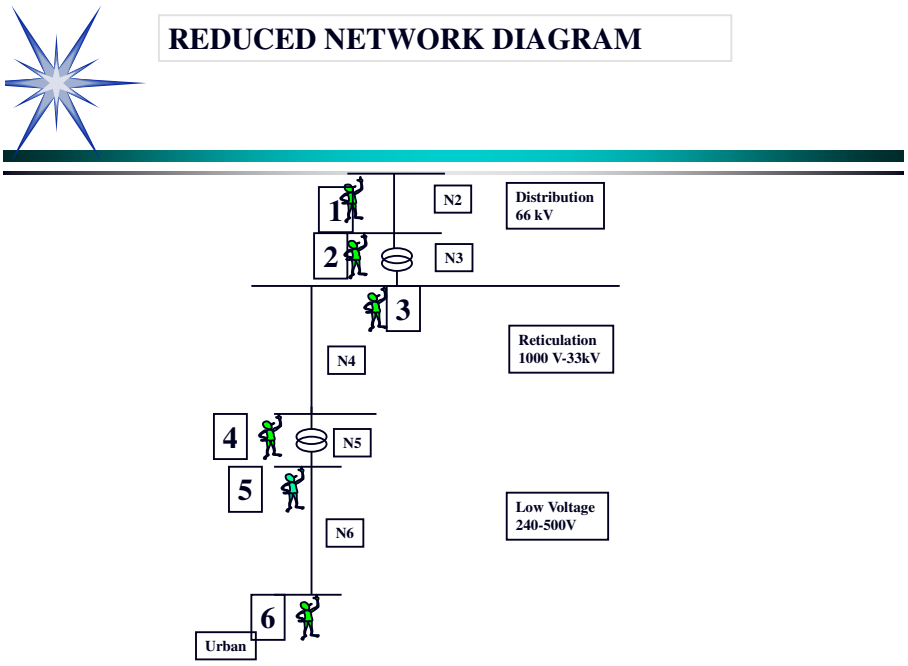


Table 1 shows the RND in table form. All costs and customers will be linked to these networks in the cost of supply study.

Table 1

STELLENBOSCH			
			Table 1
NETWORK CONSTRUCTION			
PRIMARY DESCRIPTION	**SECONDARY DESCRIPTION**	**NETWORK CODE**	**VOLTAGE**
Distribution	LG Distribution	N2	66 KV
Distribution/retic transf	Distribution subs	N3	66 to 11 KV
Reticulation	Reticulation urban	N4	11 KV
Retic/LV transf	Retic subs urban	N5	11 KV to 400 V
LV	LV urban	N6	400 V

The following comments in this respect:

The following should be noted in terms of the asset registers:

- There is no technical network asset register:

- There is a financial asset for the whole municipality:
  - This asset register is perfect for use in the financial statements but not structured to reflect the costs for the cost of supply study:
    - Assets are grouped per project and not per type of equipment.
    - Assets are not provided with details such as capacity, lengths, quantities.
    - Many assets do not have any historical values.
    - No replacement values are provided.
    - Allocation of asset categories badly done: network assets categorised as furniture, etc.

The following was then done:

- The asset register was analysed and data re-sorted as best as possible.
- The results were then compared.
    - It was found that the HV and HV/MV values were very incomplete and HV/MV very much understated.
    - Details were then obtained from the municipality and the assets were then detailed for the HV and HV/MV assets.

The summary results of the electricity asset register are shown in Table 2.

Table 2

Row Labels	Count of Asset ID	Sum of Escalated to 2022	Classification	Unit cost
Capital Spares	**77**	**22 585 392**	NA	293 316.78
Meters electrical	**77**	**22 585 392**	NA	293 316.78
Energy Efficiency and Demand Side Manageme	2	1 059 284	DSM	529 641.93
System Control Centre & Upgrade Telemetry	3	1 993 468	DSM	664 489.31
System Control Centre & Upgrade Telem	1	146 512	DSM	146 511.57
Kiosk	12	475 583	LV	39 631.94
AMR	28	394 133	CS	14 076.17
Meters	23	7 514 574	CS	326 720.61
PROTECTION	6	1 224 063	MV/LV	204 010.49
CONSUMER CONNECTION	1	117 785	CS	117 784.54
DSM	1	9 659 991	DSM	9 659 990.91
HV Substations	**487**	**200 151 764**	NA	410 989.25
Transformer kiosks	**487**	**200 151 764**	NA	410 989.25
Kiosk	2	669 436	LV	334 718.02
Transformer kiosks	474	188 307 211	MV/LV	397 272.60
substation	3	605 217	MV/LV	201 739.04
M/S	6	1 015 434	MV/LV	169 238.99
66 kv 20MVA transformers	1	9 349 708	HV/MV	9 349 707.87
Kiosks	1	204 758	LV	204 758.00
LV Networks	**1 323**	**1 415 643 058**	NA	1 070 024.99
Floodlighting	**17**	**9 182 804**	NA	540 164.96
Light	16	8 991 613	SL	561 975.79
MV Underground Cable	1	191 192	MV	191 191.68
FLOODLIGHTS	**17**	**424 512**	NA	24 971.30
Light	17	424 512	SL	24 971.30
Street lighting	**1 289**	**1 406 035 741**	NA	1 090 795.77
Light	1 244	95 019 272	SL	76 382.05
Kiosk	1	73 091	LV	73 090.62
lv Line	6	563 678 168	LV	93 946 361.40
LV Pillar Box	6	91 065 103	LV	15 177 517.12
LOW VOLTAGE LINE	4	1 586 190	LV	396 547.47
Signalized Intersection	5	24 099 628	DSM	4 819 925.70
M/S	2	6 664 038	MV/LV	3 332 019.21
CONSUMER CONNECTION	21	623 850 251	CS	29 707 154.82
LV Networks	**176**	**19 513 118**	NA	110 869.99
Meters electrical	**139**	**241 884**	NA	1 740.17
Meters	139	241 884	CS	1 740.17
Supply/reticulation elec	**37**	**19 271 234**	NA	520 844.17
1000kVA Transformer	1	321 243	MV/LV	321 242.89
RMU	1	296 546	LV	296 546.37
Building	4	3 227 621	MV/LV	806 905.26
substation	9	3 721 825	MV/LV	413 536.12
Switch	1	658 915	MV	658 915.18
M/S	10	1 907 027	MV/LV	190 702.74
PROTECTION	4	7 155 047	HV/MV	1 788 761.82
CONSUMER CONNECTION	3	395 020	CS	131 673.22
DB	4	1 587 989	LV	396 997.30
MV Networks	**11**	**12 954 484**	NA	1 177 680.33
Supply/reticulation elec	**11**	**12 954 484**	NA	1 177 680.33
RMU	3	3 922 474	MV	1 307 491.17
Battery	2	804 130	HV/MV	402 065.09
Switch	5	6 564 605	HV	1 312 920.92
M/S	1	1 663 275	MV/LV	1 663 275.40
MV Switching Station	**867**	**370 401 583**	NA	427 222.13
Switchgear equipment	**867**	**370 401 583**	NA	427 222.13
Cloetesville Local Transformer	1	6 489	MV/LV	6 488.70
FIELD INSPECTOR SOLUTION	1	7 025	CS	7 025.29
Light	2	1 765	SL	882.59
RMU	246	13 266 853	MV	53 930.29
MV FEEDER	4	1 867 726	MV	466 931.56
Building	81	46 317 576	MV	571 821.93
Battery	15	67 773	MV/LV	4 518.21
O/H Line	1	205 383	LV	205 382.62
66KV CABLE	1	18 826 850	HV	18 826 849.95
Circuit Breaker	34	24 286 326	MV	714 303.72
Batteries	23	23 191	MV/LV	1 008.31
CT	22	2 901 422	MV/LV	131 882.82
Electrification	2	8 000 127	LV	4 000 063.64
Neutral Earthing Resistor	4	384 593	HV/MV	96 148.32
Isolator	41	11 399 860	MV	278 045.35
MV Transformer	2	25 856 125	HV/MV	12 928 062.30
CT/VT	3	327 729	CS	109 243.05
Meters	9	2 233 241	CS	248 137.87
substation	214	77 418 892	MV/LV	361 770.53
Switch	66	88 778 283	HV	1 345 125.50
M/S	30	7 092 246	MV/LV	236 408.21
PROTECTION	46	8 625 184	HV/MV	187 504.00
66KV SURGE ARRESTORS	1	79 009	HV	79 008.71
Auxilliary Transformer	4	348 100	HV/MV	87 024.92
Power Transformer	8	29 340 283	HV/MV	3 667 535.40
Auxilary Transformer	2	155 729	HV/MV	77 864.40
Transformer	2	82 826	MV/LV	41 413.17
DSM	1	629 391	DSM	629 390.98
Control	1	1 871 586	HV	1 871 585.87

Row Labels	Count of Asset ID	Sum of Escalated to 2022	Classification	Unit cost
Power Plants	**4 993**	**1 015 218 588**	NA	203 328.38
Mains electrical	**2 464**	**290 663 190**	NA	117 963.96
121 Water Telemetry Upgrade	1	77 638	NA	77 637.81
Energy Efficiency and Demand Side Manageme	3	10 930 764	DSM	3 643 587.94
General System Improvements	3	6 717 298	MV	2 239 099.32
Infrastructure Improvement	2	3 643 711	LV	1 821 855.44
Langrug ABS	1	158 908	LV	158 907.79
Power line move from landfill site	1	15 650 709	MV	15 650 708.55
Upgrade Refuse disposal site (Existing Cell)- R	1	364 016	LV	364 015.97
Zone S 70mm ABC	1	119 455	LV	119 454.82
Light	62	15 690 983	SL	253 080.37
MV Underground Cable	1 194	45 900 402	MV	38 442.55
RMU	23	3 801 118	MV	165 266.00
MV FEEDER	10	20 259 009	MV	2 025 900.91
Kiosk	7	2 797 920	LV	399 702.88
AMR	4	361 576	CS	90 393.98
Building	3	2 157 216	HV/MV	719 072.12
Battery	1	87 454	HV/MV	87 453.96
PMT	63	3 695 114	MV/LV	58 652.61
MV OVERHEAD LINE	98	3 977 414	MV	40 585.86
Geyser Control	799	1 762 119	DSM	2 205.41
CT	1	38 597	CS	38 596.90
Electrification	11	44 213 507	LV	4 019 409.74
66kV substation	1	2 270 111	HV/MV	2 270 111.30
Isolator	1	201 187	HV	201 187.43
Meters	17	1 841 247	CS	108 308.63
lv Line	1	11 464	LV	11 463.82
LV Pillar Box	1	35 021	LV	35 021.34
LOW VOLTAGE LINE	1	258 877	LV	258 876.86
substation	18	15 399 683	MV/LV	855 537.97
Switch	3	3 274 100	MV	1 091 366.74
GROUND MOUNTED	6	590 296	MV/LV	98 382.68
M/S	56	44 352 343	MV/LV	792 006.12
consumer cables	5	976 197	CS	195 239.33
LV NETWORK	5	215 054	LV	43 010.81
MV cable	4	4 550 979	MV	1 137 744.65
PROTECTION	2	2 404 824	HV/MV	1 202 411.83
66KV SURGE ARRESTORS	1	148 560	HV	148 560.21
LV cable	3	1 561 345	LV	520 448.29
CAPACITOR BANK	1	181 103	HV/MV	181 103.15
LV OHL	15	1 933 173	LV	128 878.19
LV Feeder	13	2 622 837	LV	201 756.67
Busbars 66 Kv	2	599 679	HV/MV	299 839.46
CONSUMER CONNECTION	4	2 800 922	CS	700 230.46
Transformers	1	938 363	MV/LV	938 362.99
LV UNDERGROUND CABLE	3	152 889	LV	50 963.11
Transformer	1	361 112	MV/LV	361 111.83
System Improvements	3	2 982 445	MV	994 148.50
Consumer supply	1	780 214	CS	780 214.48
PROTECTIVE	1	448 072	HV/MV	448 072.17
MV UG cable	2	7 479 192	MV	3 739 595.84
LV	3	8 886 972	LV	2 962 324.11
Power stations	**9**	**1 417 163**	NA	157 462.58
Meters	1	134 430	CS	134 429.59
substation	7	1 245 417	MV/LV	177 916.70
CONSUMER CONNECTION	1	37 317	CS	37 316.75
Supply/reticulation elec	**2 520**	**723 138 235**	NA	286 959.62
3000W POWER INVERTER SYSTEM - TELEMETRY	1	25 217	HV	25 216.57
Beltana Depot	1	99 227	NA	99 227.37
EnermaxACD - Appliance Control Device	1	17 511 600	DSM	17 511 600.44
General System Improvements	1	1 917 810	MV	1 917 810.46
Infrastructure Improvement	2	1 399 418	LV	699 709.01
INSTALLATION OF RELAYS (5) - ELECT.	1	47 302	HV/MV	47 301.86
Student Village _Driehoek	1	65 017	LV	65 017.08
Light	17	27 990 354	SL	1 646 491.39
MV Underground Cable	1 781	169 107 381	MV	94 950.80
RMU	10	7 592 014	MV	759 201.43
MV FEEDER	605	175 905 463	MV	290 752.83
Kiosk	5	44 723 583	LV	8 944 716.59
Building	5	2 350 704	MV/LV	470 140.90
Geyser Control	1	20 821	DSM	20 820.87
MV Line	1	151 383	MV	151 383.05
SS Retrofit	9	2 138 223	HV/MV	237 580.31
66KV CABLE	4	30 146 277	HV	7 536 569.16
Electrification	4	30 452 410	LV	7 613 102.41
Meters	3	1 650 816	CS	550 271.98
lv Line	1	162 638 434	LV	162 638 433.88
LOW VOLTAGE LINE	1	677 387	LV	677 386.80
substation	1	38 822	MV/LV	38 821.68
Switch	11	9 080 110	MV	825 464.58
M/S	10	10 691 194	MV/LV	1 069 119.44
PROTECTION	4	1 499 846	HV/MV	374 961.61
LV OHL	2	2 367 084	LV	1 183 541.93
CONSUMER CONNECTION	2	664 477	CS	332 238.53
MV Network	2	3 685 715	MV	1 842 857.58
Consumer supply	2	16 051 260	CS	8 025 629.81
Aircon	2	277 675	HV/MV	138 837.66
LV	1	541 593	LV	541 592.81
LV O/H Line	28	1 629 617	LV	58 200.61
Grand Total	**7 934**	**3 056 467 987**	NA	

The current values (equivalent for replacement values) were determined by escalating the historic cost up to present day using the inflation rates as shown in the Table 3:

Table 3

SOUTH AFRICAN CPI						
Year-	Inflation %	5-year Avg.%	10-year Avg.%	%	Years from 2021	Cumm from 2021
2000	6.99	6.66	8.94	6.99%	22	226.18%
2001	4.59	6.33	8	4.59%	21	204.87%
2002	13.51	6.51	7.58	13.51%	20	191.49%
2003	-1.63	6.27	7.17	-1.63%	19	156.80%
2004	2.2	5.05	6.19	2.20%	18	161.06%
2005	2.02	4.39	5.52	2.02%	**17**	**155.44%**
2006	4.82	3.9	5.11	4.82%	16	150.38%
2007	7.57	3.26	4.87	7.57%	15	138.86%
2008	9.34	4.11	5.18	9.34%	14	122.06%
2009	6.11	5.72	5.38	6.11%	13	103.09%
2010	3.42	6.13	5.26	3.42%	12	91.39%
2011	6.26	6.49	5.19	6.26%	11	85.06%
2012	5.73	6.4	4.82	5.73%	10	74.16%
2013	5.26	5.56	4.83	5.26%	9	64.72%
2014	5.44	5.34	5.53	5.44%	8	56.49%
2015	5.16	5.43	5.78	5.16%	7	48.42%
2016	7.03	5.75	6.12	7.03%	6	41.13%
2017	4.46	5.64	6.02	4.46%	5	31.86%
2018	4.51	5.39	5.47	4.51%	4	26.23%
2019	3.97	4.98	5.16	3.97%	3	20.79%
2020	3.06	4.71	5.07	3.06%	2	16.17%
2021	5.93	4.33	5.03	5.93%	1	12.73%
2022	6.9			6.90%	0	6.42%

The summary results of the network assets from the financial asset register are shown in Table 4 below.

Table 4

ASSET SUMMARY	Count of Asset ID	Sum of Escalated to 2022	Unit cost
HV	77	116 495 296	19 255 606.30
HV/MV	100	94 130 405	48 141 306.70
MV	3 915	569 826 505	670 766 728.76
MV/LV	991	375 912 844	401 087 708.39
LV	153	979 312 066	882 007 246.08
CS	269	660 418 693	752 984 301.82
SL	1 358	148 118 498	148 118 498.11
DSM	817	67 813 578	89 843 354.57
NA			9 169 403 960.32

The calculation of the replacement values for the HV and HV/MV assets are shown in Table 5 below.

Table 5

HV ASSETS								
Location	Equipment name	Technical	Voltages	Volt Category	Rating	Number / length / sq	Unit Replacement value	Tot Replacement
Franshoek substation	Transformer	10.43%ZDyn11	66/11 kV	HV/MV	20 MVA	2	11 900 000	23 800 000
	NER		11KV	HV/MV		2	150 000	300 000
	Building and yard		66/11 kV	HV/MV		150	15 000	2 250 000
	Isolator		66 KV	HV/MV		3	342 800	1 028 400
	Breaker	SF6	66 KV	HV/MV		2	959 840	1 919 680
	Earthing connector		66 KV	HV/MV		2	100 000	200 000
	CT,s		66 KV	HV/MV		2	120 000	240 000
	Breaker	Alstom SBV4	11 kV	HV/MV		2	415 300	830 600
	Aux transformer		11/.4	HV/MV	315 kVA	1	205 000	205 000
Main substation	Transformer		66/11 kV	HV/MV	7.5 MVA	3	5 950 000	17 850 000
	NER		11KV	HV/MV		3	150 000	450 000
	Building and yard		66/11 kV	HV/MV		150	15 000	2 250 000
	Isolator		66 KV	HV/MV		6	342 800	2 056 800
	Breaker	SF6	66 KV	HV/MV		3	959 840	2 879 520
	Earthing connector		66 KV	HV/MV		3	100 000	300 000
	CT,s		66 KV	HV/MV		3	120 000	360 000
	Breaker		11 kV	HV/MV		4	415 300	1 661 200
	Aux transformer		11/.4	HV/MV	100 kVA	1	61 000	61 000
Markotter substation	Transformer		66/11 kV	HV/MV	7.5 MVA	3	5 950 000	17 850 000
	NER		11KV	HV/MV		3	150 000	450 000
	Building and yard		66/11 kV	HV/MV		150	15 000	2 250 000
	Isolator		66 KV	HV/MV		7	342 800	2 399 600
	Breaker		66 KV	HV/MV		8	959 840	7 678 720
	Earthing connector		66 KV	HV/MV		3	100 000	300 000
	CT,s		66 KV	HV/MV		3	120 000	360 000
	Breaker		11 kV	HV/MV		4	415 300	1 661 200
	Aux transformer		11/.4	HV/MV	315 kVA	1	205 000	205 000
University substation	Transformer		66/11 kV	HV/MV	15 MVA	3	9 520 000	28 560 000
	NER		11KV	HV/MV		3	150 000	450 000
	Building and yard		66/11 kV	HV/MV		150	15 000	2 250 000
	Isolator		66 KV	HV/MV		6	342 800	2 056 800
	Breaker	SF6	66 KV	HV/MV		5	959 840	4 799 200
	CT,s		66 KV	HV/MV		3	100 000	300 000
	Earthing connector		66 KV	HV/MV		3	120 000	360 000
	Breaker		11 kV	HV/MV		4	415 300	1 661 200
	Aux transformer		11/.4	HV/MV	315 kVA	1	550 000	550 000
Jan Marais substation	Transformer		66/11 kV	HV/MV	10 MVA	2	7 140 000	14 280 000
	NER		11KV	HV/MV		2	150 000	300 000
	Building and yard		66/11 kV	HV/MV		150	15 000	2 250 000
	Isolator		66 KV	HV/MV		4	342 800	1 371 200
	Breaker		66 KV	HV/MV		4	959 840	3 839 360
	CT,s		66 KV	HV/MV		2	100 000	200 000
	Earthing connector		66 KV	HV/MV		2	120 000	240 000
	Breaker		11 kV	HV/MV		3	415 300	1 245 900
	Aux transformer		11/.4	HV/MV	250 kVA	1	115 000	115 000
Cloetesville substation	Transformer		66/11 kV	HV/MV	20 MVA	2	11 900 000	23 800 000
	NER		11KV	HV/MV		2	150 000	300 000
	Building and yard		66/11 kV	HV/MV		150	15 000	2 250 000
	Isolator		66 KV	HV/MV		2	342 800	685 600
	Breaker		66 KV	HV/MV		2	959 840	1 919 680
	CT,s		66 KV	HV/MV		2	100 000	200 000
	Earthing connector		66 KV	HV/MV		2	120 000	240 000
	Breaker		11 kV	HV/MV		3	415 300	1 245 900
	Aux transformer		11/.4	HV/MV	315 kVA	1	205 000	205 000
Golf Club substation	Transformer		66/11 kV	HV/MV	20 MVA	2	11 900 000	23 800 000
	NER		11KV	HV/MV		2	150 000	300 000
	Building and yard		66/11 kV	HV/MV		150	15 000	2 250 000
	Isolator		66 KV	HV/MV		4	342 800	1 371 200
	Breaker		66 KV	HV/MV		3	959 840	2 879 520
	CT,s		66 KV	HV/MV		2	100 000	200 000
	Earthing connector		66 KV	HV/MV		2	120 000	240 000
	Breaker		11 kV	HV/MV		3	415 300	1 245 900
	Aux transformer		11/.4	HV/MV	315 kVA	1	205 000	205 000
Main to Markotter	Cable	350 mm Al Oil 437 ar	66 kV	HV		3548	1 728	6 130 944
	Isolator		66 kV	HV		2	342 800	685 600
	Breaker		66 kV	HV		2	959 840	1 919 680
Main to Golf club	Cable	Max 800 Al	66 kV	HV		4860	3 456	16 796 160
	Isolator		66 kV	HV		2	342 800	685 600
	Breaker		66 kV	HV		2	959 840	1 919 680
Main to University	Cable	350 Al Oil 437 Amp	66 kV	HV		4475	1 728	7 732 800
	Isolator		66 kV	HV		2	342 800	685 600
	Breaker		66 kV	HV		2	959 840	1 919 680
University to Jan Marias	Cable	150 AL Oil 235 Amp	66 kV	HV		1710	1 080	1 846 800
	Isolator		66 kV	HV		2	342 800	685 600
	Breaker		66 kV	HV		2	959 840	1 919 680
University to Markotter	Cable	400 Al	66 kV	HV		2720	2 160	5 875 200
	Isolator		66 kV	HV		2	342 800	685 600
	Breaker		66 kV	HV		2	959 840	1 919 680
Markotter to Jan Marias	Cable	150 AL Oil 235 Amp	66 kV	HV		7570	1 080	8 175 600
	Isolator		66 kV	HV		2	342 800	685 600
	Breaker		66 kV	HV		2	959 840	1 919 680
Markotter to Golf	Cable	Pax 400 Al	66 kV	HV		2570	2 160	5 551 200
	Isolator		66 kV	HV		2	342 800	685 600
	Breaker		66 kV	HV		2	959 840	1 919 680

A summary of these values is shown in Table 6 below.

Table 6

SUMMARY	Number / length	Replacement	MVA	Tot
HV/MV Transformer 66/11 kV 20 MVA	6	71 400 000	20	120
HV/MV Transformer 66/11 kV 15 MVA	3	28 560 000	15	45
HV/MV Transformer 66/11 kV 10 MVA	2	14 280 000	10	20
HV/MV Transformer 66/11 kV 7.5 MVA	6	35 700 000	7.5	45
HV/MV Building and yard 66/11 kV	1050	15 750 000	17	230
HV/MV Isolator 66 KV	32	10 969 600		
HV/MV Breaker 66 KV	27	25 915 680		
HV/MV Earthing connector 66 KV	17	1 880 000		
HV/MV CT,s 66 KV	17	1 860 000		
HV/MV Breaker 11 kV	23	9 551 900		
HV/MV Aux transformer 11/.4 315 kVA	5	1 370 000		
HV/MV Aux transformer 11/.4 100 kVA	1	61 000		
HV Cable 66 kV	27453	52 108 704		
HV Isolator 66 kV	14	4 799 200		
HV Breaker 66 kV	14	13 437 760		
TOTALS	28 670	287 643 844		
HV	27481	70 345 664		
HV/MV	1189	217 298 180		

An extract of NERSA technical D-form is shown in Table 7. The quantities for the HV and HV/MV assets can be compared. The number of transformers and MVA are the same but the length of cables differ significantly 15 km compared with 27 km.

Table 7

Category of network			Circuit length (KM) [3] Total O/H lines		Total Cables		Transformers installed capacity [1] Number	Total (MVA)	
LV Supply	Supply voltage < 1kV	Domestic	25.00	km	3536.40	km	462.00	137.87	MVA
		Commercial/small to medium industrial	11.00	km	1079.21	km	153.00	69.47	MVA
	≥ 1kV and ≤ 22kV	Rural overhead up to 22kV	30.00	km	8.81	km	82.00	120.00	MVA
MV Supply	Supply voltage > 22 kV to ≤ 44 kV		N/A	km	N/A	km	N/A	N/A	MVA
	> 44 kV to ≤ 132kV		N/A	km	15.00	km	17.00	230.00	MVA
HV Supply	> 132 kV		N/A	km	N/A	km	N/A	N/A	MVA
Total			**66.00**	km	**4639.42**	km	**714.00**	**557.34**	MVA

The depreciation and ROA making up the total Capital revenue requirement is shown in Table 8.

Table 8

ELECTRICITY ASSET REGISTER SUMMARY	Sum of Quantity	Service connection	Meter	Current Replacement cost	Life expectancy Years	CRC Depreciation	ROA @ 3.5%	Total Capex provision	Current Depreciation	Current Interest	Total current provision	Provision ratios
Energy	817			67 813 578	15	4 520 905	2 373 475	6 894 380	1 571 975	126 730	**1 698 706**	**3%**
HV	27 481			70 345 664	50	1 406 913	2 462 098	3 869 012	489 201	131 462	620 664	**1.9%**
HV/MV	1 189			217 298 180	50	4 345 964	7 605 436	11 951 400	1 511 146	406 088	1 917 234	**6.0%**
MV	3 915			569 826 505	45	12 662 811	19 943 928	32 606 739	4 403 018	1 064 896	5 467 914	**16.3%**
MV to LV	991			375 912 844	40	9 397 821	13 156 950	22 554 771	3 267 740	702 509	3 970 249	**11.3%**
LV	153			979 312 066	35	27 980 345	34 275 922	62 256 267	9 729 117	1 830 145	11 559 262	**31.2%**
1 PH kWh Pre-paid	27 634	8 000	2 000	276 341 667	10	27 634 167	9 671 958	37 306 125	9 608 746	516 429	10 125 176	**18.7%**
3 PH kWh Pre-paid	879	10 000	3 000	11 421 583	10	1 142 158	399 755	1 541 914	397 143	21 345	418 488	**0.8%**
1 PH kWh	2 943	8 000	1 500	27 962 142	30	932 071	978 675	1 910 746	324 093	52 256	376 349	**1.0%**
3 Ph kWh	1 261	10 000	2 500	15 768 125	30	525 604	551 884	1 077 489	182 759	29 468	212 227	**0.5%**
3 TOU	349	14 000	8 000	7 668 833	30	255 628	268 409	524 037	88 885	14 332	103 217	**0.3%**
3 PH TOU & ct's	1	20 000	10 000	30 000	30	1 000	1 050	2 050	348	56	404	**0.0%**
TOU RMU & CT/VT's	55	500 000	12 000	28 160 000	30	938 667	985 600	1 924 267	326 386	52 626	379 012	**1.0%**
TOU at HV sub With CB	1	960 000	12 000	972 000	30	32 400	34 020	66 420	11 266	1 816	13 082	**0.0%**
Streetlight	1 358			148 118 498	15	9 874 567	5 184 147	15 058 714	3 433 511	276 805	3 710 316	**7.5%**
TOTALS	**48 222**			**2 796 951 685**		**101 651 021**	**97 893 309**	**199 544 330**	**35 345 335**	**5 226 963**	**40 572 298**	**100.0%**

The following in this respect:

The consumer connection costs are calculated as follows:

- The number of consumers per connection type is obtained from the saes analysis.
- The estimated cost of the connection (cable / line and DB) and meter is determined.
- These combined make up the capital costs assisted with each consumer.

CRC depreciation – Calculated using the NERSA prescribed life expectancy.
ROA - Return on Assets. The 3.5% is a real rate return considered internationally acceptable. This component is to cover the average cost of capital, including interest and return.

The process followed is to calculate the Total capital provision as by international standards (depreciation plus ROA also called levelised cost) and then the ratio of these provisions relative to the total actual provision.

Then apportion the current total provision (depreciation and interest) to the various asset categories using these ratios. These values will be used as a basis for the cost of supply analysis.

5. SALES.

NERSA requires the source data for **all** tables. The Tables below provides the source data from municipal billing and pre-payment vending reports. Table 9 shows streetlight details. There are a few lights that have not yet been converted to LED's. The quantities shown below assume all lights have been changed to LED's. The cost of supply study will use the historic figures but in future that newly calculated or actually measured quantities should be used for internal billing purposes.

Table 9

FRANSHOEK STREETLIGHTS				
Watt	**Number**	**Total Wat**	**h/day**	**kWh/y**
36	1075	38700	11.5	162 443
55	38	2090	11.5	8 773
57	40	2280	11.5	9 570
75	224	16800	11.5	70 518
108	113	12204	11.5	51 226
275	203	55825	11.5	234 325
279	150	41850	11.5	175 665
Total	**1843**	**169749**		**712 521**
STELLENBOSCH STREETLIGHTS				
Watt	**Number**	**Total Wat**	**h/day**	**kWh/y**
36	6304	226944	11.5	952 597
75	227	17025	11.5	71 462
108	121	13068	11.5	54 853
144	893	128592	11.5	539 765
279	190	53010	11.5	222 509
216	81	17496	11.5	73 439
Total	**7816**	**456135**		**1 914 627**
Grand total	**9 659**	**625 884**		**2 627 148**

The calculated kWh/y is much less than the quantity used in the sales reports. This could be because many of the lights have been changed to LED's during this period.

The summary of prepaid sales per tariff is shown in Table 10 below.

Table 10

Row Labels	Sum of Transactions	Sum of Unique meters	Meters	Sum of Total Units	Sum of Total Amount	Sum of Resource Transaction	Sum of Debt Transaction	Sum of Tax Transaction	Sum of Fixed Cost Transaction	Sum of Vote Transaction	Sum of BSST Transaction (Units)	Sum of Block 1 kWh	Sum of Block 2 kWh	Sum of Block 3 kWh	Sum of Block 4 kWh
Agricultural Regular	362	72	6	192 261	623 965	506 386	-	81 386	36 193	-	-				
Commercial Lifeline	2 147	361	30	102 816	322 624	279 964	-	42 076	584	**20 594 626**		5 912 200	8 801 388	4 642 426	1 238 612
Commercial Low	845	96	8	106 210	302 979	232 322	-	39 519	31 138	**11 460 993**		6 620 300	4 235 129	461 732	143 833
Commercial Regular 03	44 608	8 609	717	11 732 617	39 741 101	30 456 717	459	5 183 276	4 100 648	**1 303 839**		283 900	497 122	389 900	132 917
Domestic Lifeline 01 Formal	646 185	59 278	4 940	20 594 626	30 381 025	26 419 528	2 524	3 960 817	556	**26 506 826**	5 912 200	2 962 952	11 750 636	4 642 426	1 238 612
Domestic Lifeline 01 Informa	289 500	66 287	5 524	11 460 993	8 725 013	7 587 758	828	1 137 215	-	**18 081 293**	6 620 300	3 313 397	7 542 032	461 732	143 833
Domestic Lifeline 02 Formal	15 593	2 845	237	1 303 839	2 233 324	1 942 037	27	291 264	-	**1 587 739**	283 900	142 244	638 778	389 900	132 917
Domestic Low 01 (Dom 2)	619 974	127 595	10 633	38 759 937	77 880 756	67 701 305	5 691	10 156 679	22 268	**38 759 937**	-	6 280 543	22 707 057	8 057 693	1 714 643
Domestic Low 02	23 690	5 858	488	1 708 657	3 354 699	2 916 806	-	437 508	384	**1 708 657**	-	290 549	1 067 333	298 493	52 281
Domestic Regular 01 (Dom 3)	208 221	23 281	1 940	23 165 678	64 385 230	51 924 740	215	8 397 678	4 062 602	**23 165 678**	-	1 163 318	5 720 923	6 195 799	10 085 638
Domestic Regular 02	4 151	560	47	487 903	1 331 266	1 060 974	1	173 636	96 656	**487 903**	-	28 000	138 697	149 625	171 582
NPO1 Single Phase 20 Amp 01	74	19	2	2 154	6 740	5 861	-	879	-	-	-				
NPO2 Three Phase 60 Amp 01	392	46	4	23 779	71 424	62 109	-	9 315	-	-	-				
Sport Low Consumers 01	1 069	162	14	56 437	150 179	130 593	-	19 586	-	-	-				
Tariff	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total	1 856 811	295 069	24 589	109 697 906	229 510 323	**191 227 099**	9 746	29 930 833	**8 351 030**	-		20 578 810	43 167 649	20 195 668	13 539 506

Sum of Total Units	Column Labels												
Row Labels	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**Grand Total**
Agricultural Regular	23 746	20 724	17 338	14 315	14 602	14 564	7 911	14 694	12 409	14 974	17 262	19 722	192 261
Commercial Lifeline	6 892	8 303	9 998	13 666	13 905	13 460	7 571	6 504	5 255	7 327	5 253	4 683	102 816
Commercial Low	6 929	9 130	9 659	8 633	15 238	15 909	4 750	7 063	5 085	7 394	7 876	8 544	106 210
Commercial Regular 03	1 008 168	1 042 864	1 120 154	952 005	971 901	1 170 596	814 788	939 144	888 575	938 458	895 881	990 082	11 732 617
Domestic Lifeline 01 Formal	1 681 913	1 557 395	1 688 768	1 664 167	1 694 295	1 673 767	1 945 292	1 872 810	1 763 898	1 700 324	1 638 411	1 713 588	20 594 626
Domestic Lifeline 01 Informa	929 876	913 922	987 206	988 560	1 041 536	1 049 330	971 295	949 928	925 733	930 982	885 240	887 386	11 460 993
Domestic Lifeline 02 Formal	106 732	100 231	101 015	101 575	106 495	107 599	129 860	121 040	114 438	105 462	100 518	108 874	1 303 839
Domestic Low 01 (Dom 2)	2 729 196	2 945 061	3 184 314	3 176 456	3 605 399	3 557 134	3 565 454	3 706 097	3 441 444	3 204 647	2 951 387	2 693 350	38 759 937
Domestic Low 02	102 818	128 419	142 289	145 755	165 390	162 159	153 966	170 651	153 325	143 717	131 894	108 275	1 708 657
Domestic Regular 01 (Dom 3)	1 740 418	1 758 155	1 872 711	1 752 269	1 929 776	2 050 538	2 218 458	2 325 385	2 072 690	1 869 157	1 778 168	1 797 954	23 165 678
Domestic Regular 02	34 305	34 921	39 145	36 039	38 818	48 299	49 027	48 579	43 965	41 516	37 757	35 533	487 903
NPO1 Single Phase 20 Amp 01	160	176	160	208	150	150	211	198	176	185	205	176	2 154
NPO2 Three Phase 60 Amp 01	1 355	2 024	2 014	1 516	2 735	1 165	932	2 922	2 833	2 077	2 139	2 067	23 779
Sport Low Consumers 01	3 919	4 359	6 234	6 505	7 570	6 678	2 338	3 541	4 174	3 909	4 042	3 170	56 437
Tariff	-	-	-	-	-	-			-	-	-	-	-
Grand Total	8 376 426	8 525 684	9 181 005	8 861 668	9 607 809	9 871 348	9 871 852	10 168 557	9 434 000	8 970 126	8 456 033	8 373 401	109 697 906

A summary of the conventional revenue and consumption is shown in .

YEAR TOTALS	Customers on tariff	Consumers	Fixed charge (R)	Basic charge (R)	Reading charge (R)	Peak Energy import (kWh)	Peak Energy import (R)	Standard Energy import (kWh)	Standard Energy import(R)	Off-peak Energy import(kWh)	Off-peak Energy import(R)	Total Energy import (kWh)	Total Energy import (R)	Peak Energy export (kWh)	Peak Energy export (R)	Standard Energy export (kWh)	Standard Energy export(R)	Off-peak Energy export(kWh)	Off-peak Energy export(R)	Total Energy export (kWh)	Total Energy export (R)	Reactive Energy (kVARh)	Reactive Energy (R)
AGR1	433	36	283 077	-	-	-	-	-	-	-	-	**1 582 616**	4 154 264	-	-	-	-	-	-	-	-	-	-
AGR3	36	3	15 582	-	3 468	-	-	-	-	-	-	**136 151**	358 635	2 558	- 3 265	28 191	- 26 073	10 076	- 5 732	40 825	- 35 071	17 693	-
COM4	6 426	536	3 404 689	-	-	-	-	-	-	-	-	**10 740 564**	25 845 740	-	-	-	-	-	-	-	-	-	-
COM6	83	7	-	42 400	10 308	-	-	-	-	-	-	**203 296**	491 874	3 080	- 4 105	25 648	- 23 575	17 522	- 10 006	46 250	- 37 685	35 152	-
DOM4	43 283	3 607	9 473 114	-	-	-	-	-	-	-	-	**32 110 919**	67 404 716	-	-	-	-	-	-	-	-	-	-
DOM6	161	13	-	36 827	16 860	-	-	-	-	-	-	**195 677**	462 209	3 476	- 4 516	24 961	- 22 523	8 996	- 5 052	37 433	- 32 091	12 670	-
IND1	2 220	185	5 147 378	-	-	-	-	-	-	-	-	**23 892 434**	28 416 908	-	-	-	-	-	-	-	-	-	-
IND1_2	32	3	71 398	-	3 019	-	-	-	-	-	-	**139 300**	165 753	4 938	- 9 976	24 771	- 22 919	16 795	- 9 563	46 504	- 42 915	7 953	-
IND2	216	18	1 015 315	-	-	-	-	-	-	-	-	**16 141 289**	18 948 258	-	-	-	-	-	-	-	-	-	-
MUN1	179	15	-	-	-	-	-	-	-	-	-	**3 197 371**	8 689 435	-	-	-	-	-	-	-	-	-	-
MUN2	600	50	-	-	-	-	-	-	-	-	-	**681 511**	1 669 749	-	-	-	-	-	-	-	-	-	-
MUN3	249	21	-	-	-	-	-	-	-	-	-	**12 160 593**	13 769 424	-	-	-	-	-	-	-	-	-	-
SPO2	48	4	-	-	-	-	-	-	-	-	-	**365 035**	385 024	-	-	-	-	-	-	-	-	-	-
TOU1	1 613	134	7 397 433	-	-	7 411 902	20 922 586	19 543 954	26 902 604	16 363 347	15 738 621	**43 319 203**	63 563 811	-	-	-	-	-	-	-	-	1 939 463	108 298
TOU1_2	69	6	294 192	-	-	305 314	981 592	515 946	734 724	681 923	659 243	**1 503 183**	2 375 559	9 031	- 11 651	137 715	- 124 307	116 835	- 66 040	263 581	- 201 999	48 365	-
TOU2	420	35	3 486 469	-	-	18 466 424	53 273 682	47 148 449	62 742 831	47 283 260	43 850 030	**112 898 133**	159 866 543	-	-	-	-	-	-	-	-	1 514 395	57 331
TOU2_2	24	2	290 539	-	-	446 362	1 243 814	742 576	976 160	1 366 094	1 257 162	**2 555 032**	3 477 136	32 633	- 51 183	360 122	- 337 325	156 842	- 90 143	549 597	- 478 651	187 707	-
Tariff	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	56 092	4 674	30 879 187	79 226	33 655	26 630 002	76 421 674	67 950 925	91 356 319	65 694 624	61 505 056	261 822 307	400 045 040	55 716	- 84 696	601 408	- 556 722	327 066	- 186 536	984 190	- 828 412	3 763 398	165 629
Err	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			4 674	Fixed	30 992 069	30 992 069						PP	191 227 099										
			PP	Avail	627516								591 272 138										

YEAR TOTALS	Notified Demand Charge (kVA)	Notified Demand Charge (R)	Max Demand Charge (kVA)	Max Demand Charge (R)	Demand Charge (kVA)	Demand Charge (R)	Access Charge (kVA)	Access Charge (R)	Total Cost ex VAT (R)	Block 1 kWh	Block 2 kWh	Block 3 kWh	Block 4 kWh
AGR1	-	-	-	-	-	-	-	-	4 437 341	-	-	-	-
AGR3	-	-	-	-	-	-	-	-	342 615	-	-	-	-
COM4	-	-	-	-	-	-	-	-	29 250 429	-	-	-	-
COM6	-	-	-	-	-	-	-	-	506 897	-	-	-	-
DOM4	-	-	-	-	-	-	-	-	76 877 830	1 849 426	9 847 021	8 702 370	11 712 102
DOM6	-	-	-	-	-	-	-	-	483 804	7 863	34 168	35 594	118 052
IND1	320 097	17 429 282	89 020	26 975 622	-	-	-	-	77 969 191	-	-	-	-
IND1_2	3 328	181 210	741	224 064	-	-	-	-	602 986	-	-	-	-
IND2	161 745	8 667 915	47 128	14 145 469	-	-	-	-	42 776 957	-	-	-	-
MUN1	-	-	-	-	-	-	-	-	8 689 435	-	-	-	-
MUN2	-	-	-	-	-	-	-	-	1 669 749	-	-	-	-
MUN3	-	-	30 248	10 139 130	-	-	-	-	23 908 554	-	-	-	-
SPO2	-	-	489	147 668	-	-	-	-	532 692	-	-	-	-
TOU1	-	-	-	-	153 469	8 870 682	385 270	22 268 606	102 236 730	-	-	-	-
TOU1_2	-	-	-	-	7 202	416 276	29 018	1 677 240	4 561 268	-	-	-	-
TOU2	-	-	-	-	325 355	19 114 606	492 402	27 510 500	210 035 419	-	-	-	-
TOU2_2	-	-	-	-	9 515	559 006	45 684	2 552 365	6 400 396	-	-	-	-
Tariff	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	485 170	26 278 406	167 626	51 631 952	495 541	28 960 570	952 374	54 008 711	591 282 292	1 857 289	9 881 189	8 737 964	11 830 154
Err	-	-	-	-	-	-	-	Export	828 412	-	-	-	-
		80 287 117				80 592 522		PP	199 578 129	- 591 282 292			
								Availibility	627 516.00				
								Total R	792 316 349				

Table 11 below shows the quantities from the income statement.

Table 11

REVENUE	
ITEM	**RAND**
Electricity	**- 742 643 362**
Availability Charges	- 24 269 495
Connection/Reconnection	- 3 731 395
Temporary Connection Fee	- 352
Electricity Sales	**- 717 762 495**
Agricultural Low	- 1 017 978
Commercial Conventional (Single Phase)	- 27 043 099
Domestic High	**- 252 711 291**
Conventional	- 67 899 890
Prepaid	- 184 811 401
Industrial (400 Volts) (Low Voltage)	- 73 433 090
Industrial more than 400 less than 11 000 Volts (Medium Voltage)	- 43 906 278
Sports Grounds/Churches/Holiday/Old-age homes/Schools	- 89 710
Street Lighting	-
Time of Use Tariffs	- 319 561 049
Meter Compliance Testing	- 1 287
Meter Reading Fees	3 134 040
Notice Revenues	- 12 730
Transfers and Subsidies	**- 46 317 175**
Monetary Allocations	**- 14 467 664**
Integrated National Electrification Programme Grant	- 13 757 664
Infrastructure	- 710 000
Equitable Share	- 31 849 510
Grand Total	- 2 562 862 876

Table 12 shows the revenue quantities from the NERSA D-forms.

Table 12

Tariff Name	Tariff Number	SIC (code)	Load profile (code)	Tariff structure (code)	Number of consumers	Energy Sales		Revenue derived from energy charges	Revenue derived from demand charges	Revenue derived from fixed charge	Revenue	Extra municipal surcharge
Domestic	DOM1	0	1	5.1	11 100	33 359 458	kWh	35 949 322	-	556	35 949 878	Type here %
Domestic	DOM2	0	1	5.1	11 642	40 468 594	kWh	70 618 111	-	22 653	70 640 764	Type here %
Domestic	DOM3	0	1	5.2	1 979	23 653 580	kWh	52 985 714	-	4 159 258	57 144 972	Type here %
Domestic	DOM4	0	1	5.2	3 570	31 623 381	kWh	66 137 896	-	9 523 351	75 661 247	Type here %
Domestic	DOM6	0	1	5.2	14	202 122	kWh	477 681	-	54 557	532 238	Type here %
Commerci	COM1	6	5	5.1	30	102 816	kWh	279 964	-	584	280 548	Type here %
Commerci	COM2	6	5	5.2	9	106 210	kWh	232 322	-	31 138	263 460	Type here %
Commerci	COM3	6	5	5.2	717	11 732 617	kWh	30 456 717	-	4 100 648	34 557 365	Type here %
Commerci	COM4	6	5	5.2	543	10 733 794	kWh	25 832 972	-	3 427 497	29 260 469	Type here %
Commerci	COM6	6	5	5.2	10	215 009	kWh	520 214	-	54 541	574 755	Type here %
Agricultura	AGR1	1	8	5.2	40	1 804 693	kWh	4 730 435	-	319 750	5 050 185	Type here %
Agricultura	AGR3	1	8	5.2	3	137 754	kWh	362 858	-	19 153	382 011	Type here %
Industrial	IND1	3	6	5.4	179	23 606 067	kWh	28 082 088	44 162 027	5 143 230	77 387 345	Type here %
Industrial	IND1.2	3	6	5.4	2	138 040	kWh	164 254	408 902	74 770	647 926	Type here %
Industrial	IND2	3	6	5.4	18	15 996 266	kWh	18 778 016	22 728 703	1 021 999	42 528 718	Type here %
Municipal	MUN1	10	11	5.1	14	3 309 631	kWh	8 994 524	-	-	8 994 524	Type here %
Municipal	MUN2	10	11	5.1	50	679 921	kWh	1 671 702	-	-	1 671 702	Type here %
Municipal	MUN3	10	11	5.4	21	12 086 724	kWh	13 685 783	10 272 874	-	23 958 657	Type here %
Non Profit	NPO1	0	11	5.1	1	2 154	kWh	5 861	-	-	5 861	Type here %
Non Profit	NPO2	6	11	5.1	3	23 779	kWh	62 109	-	-	62 109	Type here %
Sport Low	SPO1	10	11	5.1	18	56 437	kWh	130 593	-	-	130 593	Type here %
Sport High	SPO2	10	11	5.4	4	363 767	kWh	383 680	145 917	-	529 597	Type here %
Time of us	TOU1	3	6	5.5	143	43 203 385	kWh	63 552 187	31 205 006	7 483 077	102 240 270	Type here %
Time of us	TOU1.2	3	6	5.5	7	1 474 430	kWh	2 319 577	2 104 903	305 077	4 729 557	Type here %
Time of us	TOU2	3	6	5.5	35	112 126 670	kWh	158 417 981	46 662 125	3 509 442	208 589 548	Type here %
Time of us	TOU2.2	3	6	5.5	2	2 558 937	kWh	3 503 277	3 114 191	292 452	6 909 920	Type here %
Total					**30 154**	**369 766 236**	**kWh**	**588 335 838**	**160 804 648**	**39 543 733**	**788 684 219**	

Table 13 shows the revenue from the NERSA d-form tariff sheet.

Table 13

REVENUE:		
Revenue from sale of electricity to the following consumers:	**Actual 2021/22**	**Budget 2022/23**
Domestic (pre-paid)	163 735 614	176 677 496
Domestic (conventional)	76 193 485	111 062 525
Agriculture	5 432 196	5 861 564
Mining & quarrying	0	0
Manufacturing / Industrial	443 033 264	478 051 206
Commercial (pre-paid)	35 101 373	37 875 833
Commercial (conventional)	29 835 224	32 193 440
Transport	0	0
Redistributors/Resellers	0	0
Other consumers (please specify below)	728 160	785 715
1. Non-profit organisations	67 970	73 343
2. Sport Fields	660 190	712 372
3.	Type here	Type here
4.	Type here	Type here
Total	754 059 316	842 507 779

Revenue from street lighting & sold to other municipal departments	**Actual 2021/22**	**Budget 2022/23**
Street lighting	8 994 524	9 371 350
Sold to other municipal departments	25 630 360	30 000 000
Total	34 624 884	39 371 350

Other Income	**Actual 2021/22**	**Budget 2022/23**
Reconnection fees	3 731 395	3 433 923
New connections	0	0
Free Basic Electricity(Equitable share)	*13 694 439*	36 409 574
Other revenue (Please specify below)	20 724 919	31 584 535
1. Intergrated National Electricity Programme - Relief grant	*13 757 664*	28 350 000
2. Other transfers WC	710 000	0
3. Development Charges	*3 261 746*	0
4.Availability charge	627 516	765 659
5. Interest earned from receivables	1 484 988	1 568 876
6. other Income	883 005	900 000
Other Income	38 150 753	71 428 032

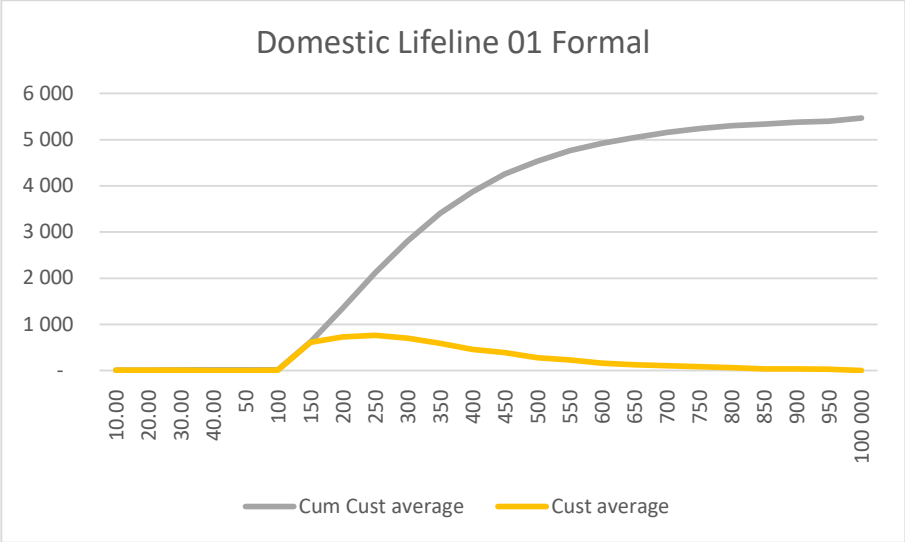
Summary Stats (for office use)		
	Actual 2021/22	**Budget 2022/23**
Total Income	826 834 953	953 307 161

It is clear that there are some discrepancies between these various documents. For the cost of supply study NERSA requires that the source documents for all data used must be provided. Because of that the sales report data will be used.

6. CUSTOMER CONSUMPTION PATTERNS.

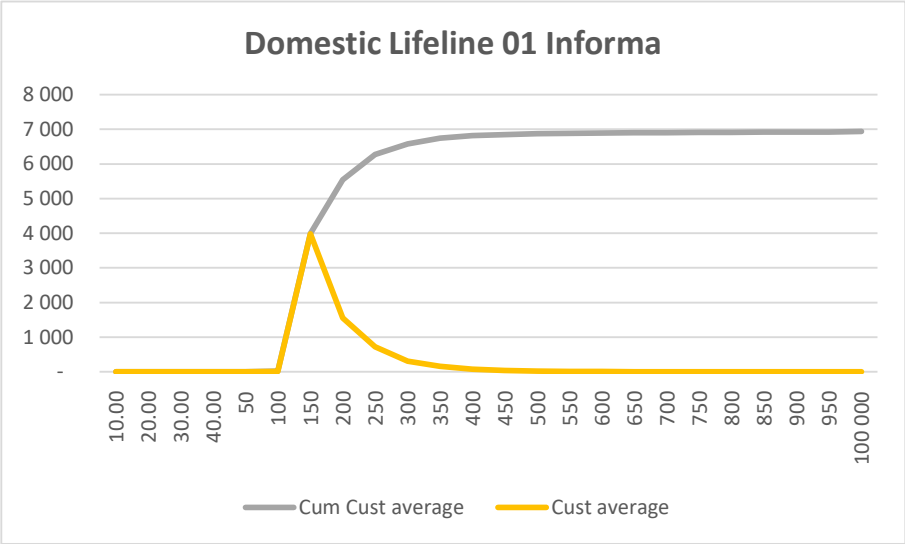
The sales are then analysed even further to determine the number of consumers per consumption block. This is important when deliberating about categorising consumers and developing appropriate tariff structures and consumer impact. The few tables and graphs below show a section of the analysis for each of the residential tariffs. In each case it shows the number of consumers on the vertical axis and the consumption block on the horizontal axis. Each show the number of consumers in each block and the communicative consumers up to that level of consumption.

Domestic Lifeline 01 Formal						
	10.00	20.00	30.00	40.00	50	100
Cum kWh average	-	28	164	164	164	264
kWh average	-	28	137	-	-	99
Cum Cust average	1	3	8	8	8	9
Cust average	1	2	5	-	-	1
Block	50	350	600	> 600	Total	Check
kWh/y	1 970	9 100 330	9 142 339	4 160 654	22 405 293	22 405 293
Customers	8	3 387	1 653	420	5 468	5 468



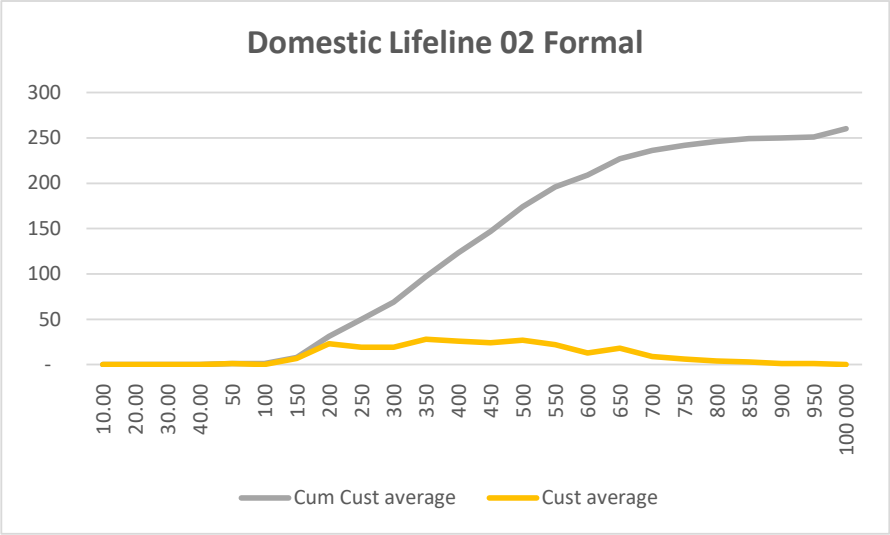
This clearly shows more than 400 consumers using on average more than 600 kWh/m and should not be treated as lifeline (subsidised).

Domestic Lifeline 01 Informa						
	10.00	20.00	30.00	40.00	50	100
Cum kWh average	-	42	70	70	161	1 308
kWh average	-	42	28	-	92	1 147
Cum Cust average	-	3	4	4	6	19
Cust average	-	3	1	-	2	13
Block	50	350	600	> 600	Total	Check
kWh/y	1 932	12 485 560	830 493	371 566	13 689 552	13 689 552
Customers	6	6 728	166	31	6 931	6 931



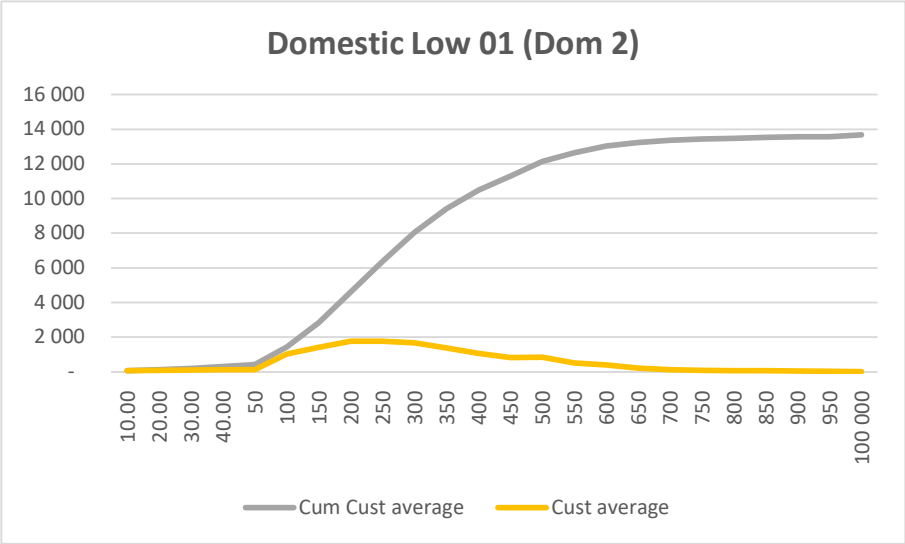
This is clearly poor consumers with most using close to 150 kWh/m. 31 consumers still use more than 600 kWh/m.

Domestic Lifeline 02 Formal						
	10.00	20.00	30.00	40.00	50	100
Cum kWh average	-	-	-	-	44	44
kWh average	-	-	-	-	44	-
Cum Cust average	-	-	-	-	1	1
Cust average	-	-	-	-	1	-
Block	50	350	600	> 600	Total	Check
kWh/y	532	283 079	754 775	348 356	1 386 742	1 386 742
Customers	1	95	131	33	260	260



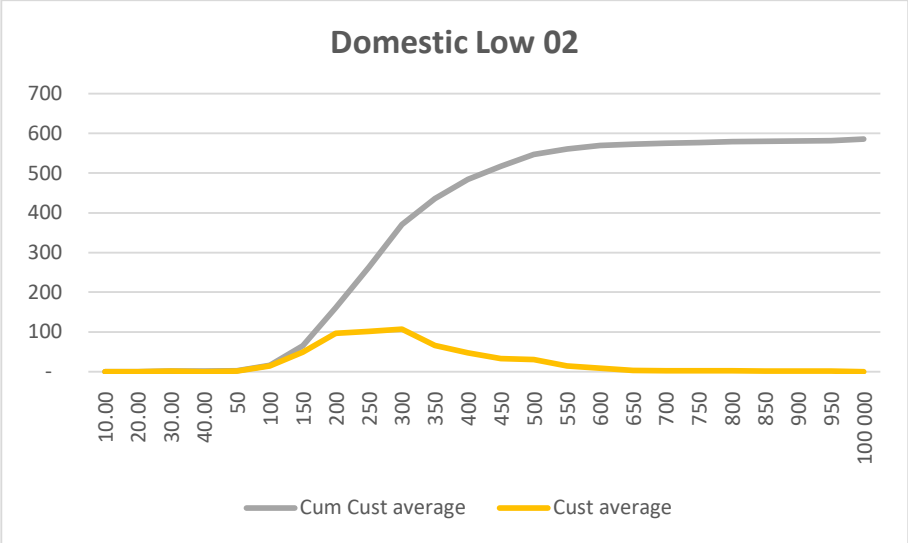
This clearly shows consumption levels of typical domestic consumers.

Domestic Low 01 (Dom 2)						
	10.00	20.00	30.00	40.00	50	100
Cum kWh average	340	1 327	3 384	7 023	11 647	92 685
kWh average	340	987	2 057	3 639	4 624	81 038
Cum Cust average	48	116	199	302	404	1 437
Cust average	48	68	83	103	102	1 033
Block	50	350	600	> 600	Total	Check
kWh/y	139 762	22 426 043	21 074 932	4 651 067	48 291 803	48 291 803
Customers	404	8 603	4 223	441	13 671	13 671



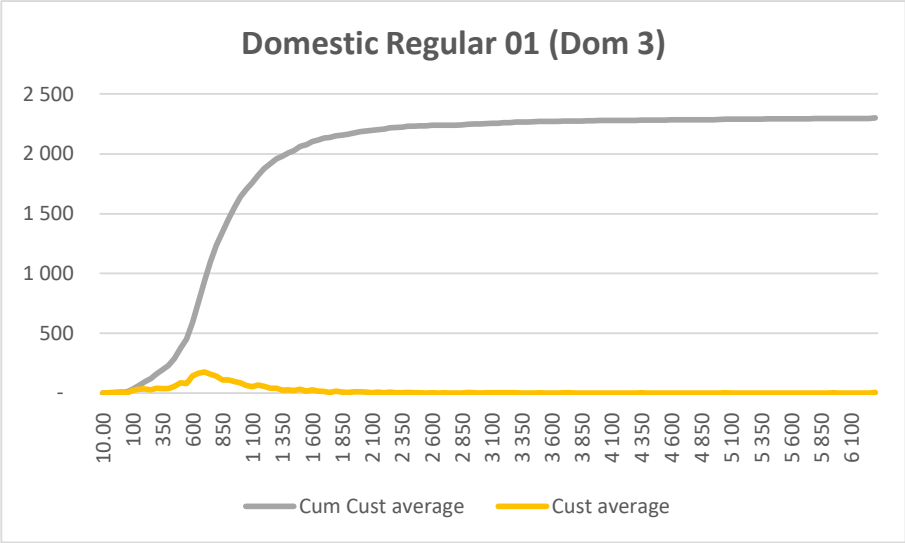
Although this tariff is called domestic low, there are 441, >30%, consumers using more than 600 kWh/m.

Domestic Low 02						
	10.00	20.00	30.00	40.00	50	100
Cum kWh average	-	-	21	21	69	1 215
kWh average	-	-	21	-	48	1 146
Cum Cust average	-	-	1	1	2	16
Cust average	-	-	1	-	1	14
Block	50	350	600	> 600	Total	Check
kWh/y	828	1 178 768	727 258	132 998	2 039 852	2 039 852
Customers	2	432	139	13	586	586



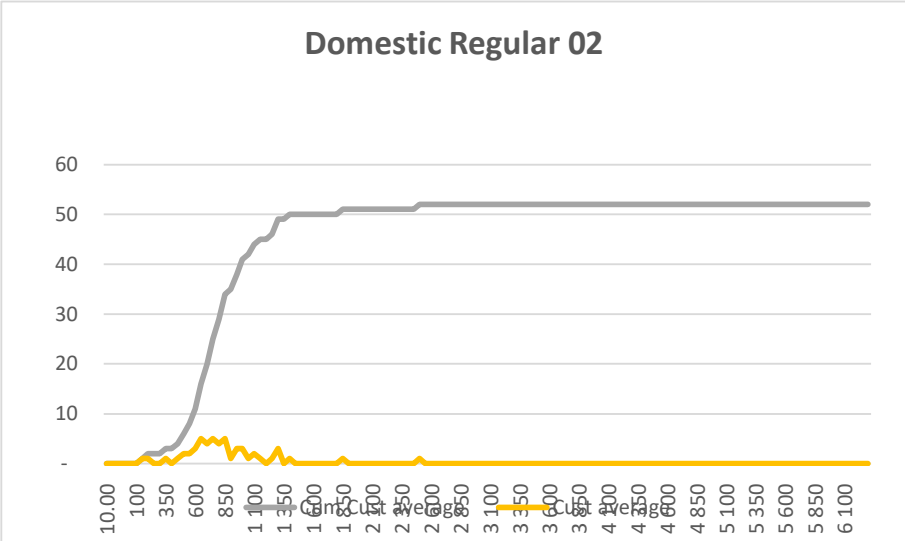
Once again there are a few consumers using more than 60 kWh/m.

Domestic Regular 01 (Dom 3)						
	10.00	20.00	30.00	40.00	50	100
Cum kWh average	3	37	86	157	204	1 973
kWh average	3	34	50	70	48	1 769
Cum Cust average	1	3	5	7	8	30
Cust average	1	2	2	2	1	22
Block	50	350	600	> 600	Total	Check
kWh/y	2 452	466 282	3 663 380	21 624 673	25 756 787	25 756 787
Customers	8	178	574	1 541	2 301	2 301



This is a very typical domestic consumption much with more than 60% consumers using more than 600 kWh/m. More than 90% of the energy is consumed in excess of 600 kWh/m. This is where there is big risk for the municipality when these consumers reduce consumption and / or install renewable energy systems thus causing revenue loss at the highest block price.

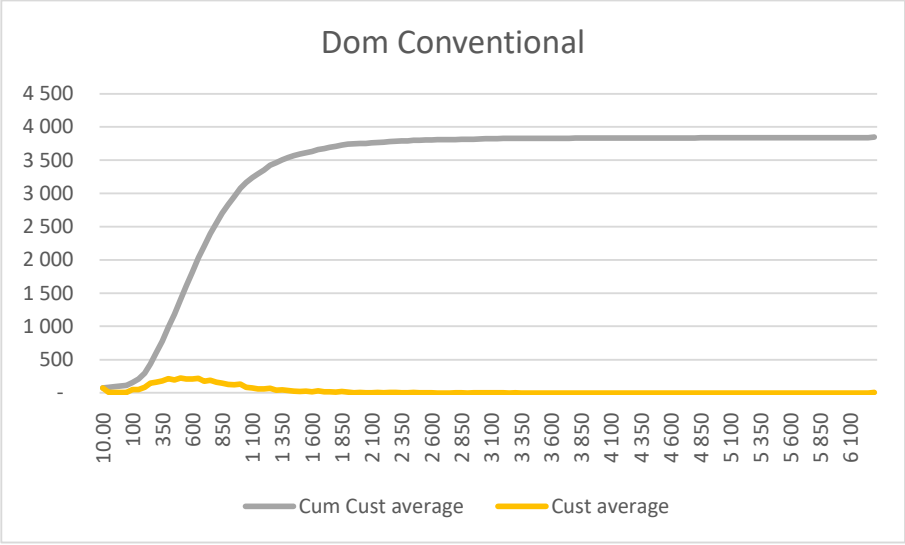
Domestic Regular 02		Average				
	10.00	20.00	30.00	40.00	50	100
Cum kWh average	-	-	-	-	-	-
kWh average	-	-	-	-	-	-
Cum Cust average	-	-	-	-	-	-
Cust average	-	-	-	-	-	-
Block	50	350	600	> 600	Total	Check
kWh/y	-	7 453	88 644	422 897	518 994	518 994
Customers	-	3	13	36	52	52



The same revenue risk exists for these consumers.

DOM4		Average				
	10.00	20.00	30.00	40.00	50	100
Cum kWh av	- 14 918	- 14 803	- 14 563	- 14 283	- 13 956	- 10 461
kWh average	- 14 918	114	241	280	326	3 496
Cum Cust av	78	85	95	103	110	157
Cust average	78	7	10	8	7	47
Block	50	350	600	> 600	Total	Check
kWh/y	-167 476	1 931 244	7 531 119	24 580 444	33 875 332	33 875 332
Customers	110	558	1 363	1 817	3 848	3 848

The same revenue risk exists for these consumers.



The same revenue risk exists for these consumers.

The following very important conclusions can be made from this data:

- There is merit is providing for a different consumer class for the domestic using less than 350 kWh/m.
- This could be done by implementing capacity limit of say 20 Amps.

7. CUSTOMER / SALES / REVENUE ANALYSIS.

Before one can start classifying costs, some calculations need to be done which will be used in the classification process. It starts off with the analysis of customers, tariffs and revenue.

Table 14 shows the 2021/2022 and 2022/2023 tariffs. The current tariffs are used to ensure that any restructuring that was done during the last tariff change is incorporated.

Table 14

Tariff Code	STELLENBOSCH ELECTRICITY TARIFF SCHEDULE Details		2021/2022 Exclude VAT	2022/2023 Exclude VAT	Restructured	Increase
	1. Domestic					
	Domestic: Life Line PP - 0 to 60amp single phase only (For qualifying indigent customers and receiving the first 100 units free per month) (DOM1)					
	Basic Monthly charge per meter	R/POS/m				
	Capacity charge	R/Amp/Phase/m				
	BLOCK 1 0 - 50 kWh	c/kWh	125.84	135.78		7.90%
	BLOCK 2 51 - 300 kWh	c/kWh	157.47	169.91		7.90%
	BLOCK 3 301 - 600 kWh	c/kWh	234.7	253.24		7.90%
	BLOCK 4 > 600 kWh	c/kWh	270	291.33		7.90%
	Domestic: Regular PP meters (0 to 60amp single and three phase AND Less than 600kWh per month average consumption during the previous financial year and for generation for own use) (DOM2)					
	Basic Monthly charge per meter	R/POS/m				
	Capacity charge	R/Amp/Phase/m				
	BLOCK 1 0 - 50 kWh	c/kWh	126.05	136.01		7.90%
	BLOCK 2 51 - 300 kWh	c/kWh	162.14	174.95		7.90%
	BLOCK 3 301 - 600 kWh	c/kWh	228.03	246.04		7.90%
	BLOCK 4 > 600 kWh	c/kWh	268.14	289.32		7.90%
	Domestic: Regular PP meters- (0 to 60 Amp single and three phase using more than 600 kWh per month average consumption during the previous financial year and for generation for own use) (DOM3)					
	Basic Monthly charge per meter	R/POS/m	172.57	186.2		7.90%
	Capacity charge	R/Amp/Phase/m				
	BLOCK 1 0 - 50 kWh	c/kWh	125.84	135.78		7.90%
	BLOCK 2 51 - 300 kWh	c/kWh	161.42	174.17		7.90%
	BLOCK 3 301 - 600 kWh	c/kWh	227.72	245.71		7.90%
	BLOCK 4 > 600 kWh	c/kWh	268.16	289.34		7.90%
	Domestic: Regular (Using Credit Meters 60 Ampere single and three phase maximum and for generation for own use) (DOM4)average consumption during the previous financial year and for generation for own use) (DOM2)					
	Basic Monthly charge per meter	R/POS/m	212.87	229.69		7.90%
	Capacity charge	R/Amp/Phase/m				
	BLOCK 1 0 - 50 kWh	c/kWh	125.84	135.78		7.90%
	BLOCK 2 51 - 300 kWh	c/kWh	161.42	174.17		7.90%
	BLOCK 3 301 - 600 kWh	c/kWh	227.72	245.71		7.90%
	BLOCK 4 > 600 kWh	c/kWh	268.16	289.34		7.90%
	Domestic: Renewable Energy (DOM5) Generation for own use and export					
	Basic Monthly charge per meter	R/POS/m	212.87	229.69		7.90%
	Capacity charge	R/Amp/Phase/m				
	Import					
	BLOCK 1 0 - 50 kWh	c/kWh	125.84	135.78		7.90%
	BLOCK 2 51 - 300 kWh	c/kWh	161.42	174.17		7.90%
	BLOCK 3 301 - 600 kWh	c/kWh	227.72	245.71		7.90%
	BLOCK 4 > 600 kWh	c/kWh	268.16	289.34		7.90%
	Reactive Energy Rate (c/kVArh)	c/kvarh				
	2. Commercial					
	Commercial: Life Line (<20Ampere maximum, Single & three phase Pre Paid Only for micro entrepreneurial businesses) (COM1)					
	Basic Monthly charge per meter	R/POS/m				
	Capacity charge	R/Amp/Phase/m				
	Energy Rate	c/kWh	272.51	294.04		7.90%
	Commercial: Low (40Ampere maximum. Pre Paid single & three phase only and for generation for own use) (COM2)					
	Basic Monthly charge per meter	R/POS/m	213.32	230.17		7.90%
	Capacity charge	R/Amp/Phase/m				
	Energy Rate	c/kWh	218.82	236.11		7.90%
	Commercial: Regular PP only (80Ampere. single and three phase and for generation for own use) (COM3)					
	Basic Monthly charge per meter	R/POS/m	365.28	394.14		7.90%
	Capacity charge	R/Amp/Phase/m				
	Energy Rate	c/kWh	259.63	280.14		7.90%
	Commercial: Credit meters (80Ampere. single and three phase and for generation for own use) (COM4)					
	Basic Monthly charge per meter (Covered by Equitable share)	R/POS/m	396.26	425.86		7.47%
	Capacity charge	R/Amp/Phase/m				
	Energy Rate	c/kWh	241.95	260.02		7.47%
	Commercial: Renewable Energy (COM 5) Generation for own use and export and export.					
	Basic Charge	R/POS/m	396.26	425.86		7.47%
	Capacity charge	R/Amp/Phase/m				
	Energy Rate (c/kWh)	c/kWh	241.95	260.02		7.47%
	Reactive Energy Rate (c/kVArh)	c/kvarh				
	3. Agricultural					
	Agricultural: Regular (Prepaid and Credit meters maximum 80Amp 3 phase and for generation for own use) (AGR1)					
	Basic Charge	R/POS/m	432.84	467.03		7.90%
	Energy Rate (c/kWh)	c/kWh	241.95	284.22		17.47%
	AGRICULTURAL: Renewable Energy (AGRI 1.1) Generation for own use and export					
	Basic Charge	R/POS/m	432.84	467.03		7.90%
	Energy Rate (c/kWh)	c/kWh	241.95	284.22		17.47%
	4. Industrial					
	Large Power: Low Voltage > 80 Amp and for generation for own use (IND1)					
	Fixed Charge per month	R/POS/m	2 231.20	2 407.46		7.90%
	Notified Maximum Demand Charge (R/kVA)	R/kVA/m	54.45	58.75		7.90%
	Maximum Demand Charge (R/kVA)	R/kVA/m	302.38	326.27		7.90%
	Energy Rate (c/kWh)	c/kWh	118.99	128.39		7.90%
	Large Power (IND 1.1): Low Voltage>80 Amp: Renewable Energy- Generation for own use and export					
	Fixed Charge per month	R/POS/m	2 231.20	2 407.46		7.90%
	Notified Maximum Demand Charge (R/kVA)	R/kVA/m	54.45	58.75		7.90%
	Maximum Demand Charge (R/kVA)	R/kVA/m	302.38	326.27		7.90%
	Energy Rate (c/kWh)	c/kWh	118.99	128.39		7.90%

STELLENBOSCH ELECTRICITY TARIFF SCHEDULE			2021/2022	2022/2023		
Tariff Code	Details		Exclude VAT	Exclude VAT	Restructured	Increase
	Industrial: Medium Voltage and for generation for own use (IND2)					
	Fixed Charge per month	R/POS/m	4 230.48	4 564.69		7.90%
	Notified Maximum Demand Charge (R/kVA)	R/kVA/m	53.59	57.82		7.89%
	Maximum Demand Charge (R/kVA)	R/kVA/m	300.15	323.86		7.90%
	Energy Rate (c/kWh)	c/kWh	117.39	126.66		7.90%
	Industrial Medium Voltage (IND 2.1): Renewable Energy - Generation for own use and export					
	Fixed Charge per month	R/POS/m	4 230.48	4 564.69		7.90%
	Notified Maximum Demand Charge (R/kVA)	R/kVA/m	53.59	57.82		7.89%
	Maximum Demand Charge (R/kVA)	R/kVA/m	300.15	323.86		7.90%
	Energy Rate (c/kWh)	c/kWh	117.39	126.66		7.90%
	5. Municipal					
	Municipal: Street and Traffic lights (MUN1)					
	Fixed Charge per month - -	R/POS/m				
	Energy Rate (c/kWh)	c/kWh	271.77	293.24		7.90%
	Municipal: Low Voltage <80 Amp (MUN2)					
	Fixed Charge per month - -	R/POS/m				
	Energy Rate (c/kWh)	c/kWh	247.03	266.55		7.90%
	Municipal: Low Voltage >80 Amp (MUN3)					
	Fixed Charge per month - -	R/POS/m				
	Maximum Demand Charge (R/kVA)		335.2	361.68		7.90%
	Energy Rate (c/kWh)	c/kWh	113.23	122.18		7.90%
	6. Non Profit Organisations					
	Non Profit Organisations : Single Phase 20 Amp Prepaid (NPO1)					
	Fixed Charge per month - -					
	Energy Rate (c/kWh)		272.51	294.04		7.90%
	Non Profit Organisations : Low Voltage Max 60 Amp Prepaid SARS Approved (NPO2)					
	Fixed Charge per month - -	R/POS/m				
	Energy Rate (c/kWh)	c/kWh	261.44	282.09		7.90%
	7. Sport					
	Sport: Low All Consumers (<80A) and Prepaid (SPO1)					
	Fixed Charge per month - -	R/POS/m				
	Energy Rate (c/kWh)	c/kWh	231.62	249.92		7.90%
	Sport: High Consumers (>80A) Maximum Demand (SPO2)					
	Fixed Charge per month - -	R/POS/m				
	Notified Maximum Demand Charge (R/kVA)	R/kVA/m				
	Maximum Demand Charge (R/kVA)	R/kVA/m	334.08	360.47		7.90%
	Energy Rate (c/kWh)	c/kWh	106	114.37		7.90%
	8. Time-of-Use					
	Time of Use (Low Voltage>80Amp and for generation for own use) TOU1					
	Fixed Charge per month	R/POS/m	4 263.65	4 600.48		7.90%
	Maximum Demand Charge (R/kVA)	R/kVA/m	57.8	62.37		
	Access Charge (R/kVA)	R/kVA/m	57.8	62.37		7.91%
	Low Season					
	Peak Energy (c/kWh)	c/kWh	189.1	204.04		7.90%
	Standard Energy (c/kWh)	c/kWh	124.61	134.45		7.90%
	Off-peak Energy (c/kWh)	c/kWh	93.45	100.83		7.90%
	Reactive Energy (c/kVArh) -	c/kvarh				
	Hi-Season					
	Peak Energy (c/kWh)	c/kWh	592.98	639.83		7.90%
	Standard Energy (c/kWh)	c/kWh	177.97	192.03		7.90%
	Off-peak Energy (c/kWh)	c/kWh	104.56	112.82		7.90%
	Reactive Energy (c/kVArh)	c/kvarh	24.73	26.68		7.89%
	Time of Use (Medium Voltage and for generation for own use) TOU2					
	Fixed Charge per month	R/POS/m	8 070.53	8 708.10		
	Maximum Demand Charge (R/kVA)	R/kVA/m	58.75	63.39		7.90%
	Access Demand Charge (R/kVA)	R/kVA/m	55.87	60.28		7.89%
	Low Season					
	Peak Energy (c/kWh)	c/kWh	183.35	197.83		7.90%
	Standard Energy (c/kWh)	c/kWh	119.93	129.4		7.90%
	Off-peak Energy (c/kWh)	c/kWh	89.89	96.99		7.90%
	Reactive Energy (c/kVArh) -	c/kvarh				
	Hi-Season					
	Peak Energy (c/kWh)	c/kWh	605.66	653.51		7.90%
	Standard Energy (c/kWh)	c/kWh	172.05	185.64		7.90%
	Off-peak Energy (c/kWh)	c/kWh	101.13	109.12		7.90%
	Reactive Energy (c/kVArh)	c/kvarh	25.98	28.03		7.89%
	9. External Wheeling					
	Customer received power at low voltage (<400V) in c/kWh	c/kWh	25.95	28.00		7.90%
	Customer received power at medium voltage (>400V) in c/kWh	c/kWh	22.48	24.26		7.92%
	12.Availability Fees (Per Annum)					
	Availability		3 580.74	3863.62		7.90%
	SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)					
	Export					
	Reading cost R/pm		96.34	103.95		7.90%
	Low Season					
	Peak c/kWh	c/kWh	126.02	135.98		7.90%
	Standard c/kWh	c/kWh	86.72	93.57		7.90%
	Off Peak c/kWh	c/kWh	55.02	59.37		7.91%
	High Season -					
	Peak c/kWh	c/kWh	386.34	416.86		7.90%
	Standard c/kWh	c/kWh	117.05	126.3		7.90%
	Off Peak c/kWh	c/kWh	63.56	68.58		7.90%

Table 15 purpose of calculations and assessment the 2021/2022 consumptions details.

Table 16 shows the 2022/2023 tariff charges for

Table 15

STELLENBOSCH		CHARGES APPLICABLE FOR ALL MONTHS OF THE YEAR									HIGH SEASON CHARGES				LOW SEASON CHARGES		
year	30/06/2021	2021/2022 TARIFF RATES									Months in year.		3.000		Months in year.		9.000
TARIFF CHARGES	347	Customer service	Basic	Access	MD (aLL hours)	ALL Energy	Block 1 kWh	Block 2 kWh	Block 3 kWh	Block 4 kWh	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy	Energy Peak	Energy Standard	Energy Off-Peak
TARIFF NAME	TARIFF CODE	R/cust/m	R/POS/m	R/kVA/m	R/kVA/m	R/ kWh	50.000	300.000	600.000	>600	c/kWh	c/kWh	c/kWh	c/kvarh	c/kWh	c/kWh	c/kWh
Domestic: Life Line PP			R -					R 1.6991	R 2.5324	R 2.9133							
Domestic: Regular PP 20 Amp			R -				R 1.3601	R 1.7495	R 2.4604	R 2.8932							
Domestic: Regular PP <600 kWh/m			R -				R 1.3601	R 1.7495	R 2.4604	R 2.8932							
Domestic: Regular PP >600 kWh/m			R 186.20				R 1.3578	R 1.7417	R 2.4571	R 2.8934							
Domestic: Regular 60 Amp 1 & 3 ph			R 229.69				R 1.3578	R 1.7417	R 2.4571	R 2.8934							
Domestic: Renew able Energy (DOM5) SSEG w ith export			R 229.69				R 1.3578	R 1.7417	R 2.4571	R 2.8934							
Commercial: Life Line20 Amp PP			R -			R 2.9404											
Commercial: Low 40 Amp 1 & 3 ph PP			R 230.17			R 2.3611											
Commercial: Regular PP 80 Amp 1 & 3 ph			R 394.14			R 2.8014											
Commercial: Credit meters 80 Amps 1 & 3 ph			R 425.86			R 2.6002											
Commercial: Regular PP 80 Amp 1 & 3 ph			R 425.86			R 2.6002											
Commercial: Renew able Energy (COM5) SSEG			R 425.86			R 2.6002											
Agricultural: Regular 80Amp 3 phase			R 467.03			R 2.8422											
AGRICULTURAL: Renew able Energy (AGRI 1.1) own use & export			R 467.03			R 2.8422											
Large Power: Low Voltage > 80 Amp			R 2 407.46	R 58.75	R 326.27	R 1.2839											
Large Power: Low Voltage > 80 Amp SSEG			R 2 407.46	R 58.75	R 326.27	R 1.2839											
Industrial: Medium Voltage (IND2)			R 4 564.69	R 58.75	R 323.86	R 1.2666											
Industrial Medium Voltage (IND 2.1): SSEG			R 4 564.69	R 57.82	R 323.86	R 1.2666											
Municipal: Street and Traffic lights (MUN1)			R -			R 2.9324											
Municipal: Low Voltage <80 Amp (MUN2)			R -			R 2.6655											
Municipal: Low Voltage >80 Amp (MUN3)			R -		R 361.68	R 1.2218											
NPA : Single Phase 20 Amp Prepaid (NPO1)			R -			R 2.9404											
NPA : LV > 60 Amp PP SARS Approved (NPO2)			R -			R 2.8209											
Sport: Low All Consumers (<80A) and Prepaid (SPO1)			R -			R 2.4992											
Sport: High Consumers (>80A) Maximum Demand (SPO2)			R -	R -	R 360.47	R 1.1437											
Time of Use (Low Voltage>80Amp) TOU1			R 4 600.48	R 62.37	R 62.37						R 6.3983	R 1.9203	R 1.1282	0.2668	R 2.0404	R 1.3445	R 1.0083
Time of Use (Low Voltage>80Amp) TOU1 SSEG			R 4 600.48	R 62.37	R 62.37						R 6.3983	R 1.9203	R 1.1282	0.2668	R 2.0404	R 1.3445	R 1.0083
Time of Use (Medium Voltage) TOU2			R 8 708.10	R 63.39	R 60.28						R 6.5351	R 1.8564	R 1.0912	0.2668	R 1.9783	R 1.2940	R 0.9699
Time of Use (Medium Voltage) TOU2 SSEG			R 60.28	R 63.39	R 60.28						R 6.5351	R 1.8564	R 1.0912	0.2668	R 1.9783	R 1.2940	R 0.9699
Wheeling at low voltage (<400V) in c/kWh						R 0.2800											
Wheeling at medium voltage (>400V) in c/kWh						R 0.2426											
Availability			R 321.97														
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)			R 103.95								R 4.1686	R 1.2630	R 0.6858		R 1.3598	R 0.9357	R 0.5937

Table 16

STELLENBOSCH		QUANTITIES CHARGEBLE FOR ALL MONTHS OF THE YEAR									HIGH SEASON QUANTITIES				LOW SEASON QUANTITIES		
CONSUMPTION		Number of customers	Number of POD's	Highest MD in year	Σ MDs all hours / 12	ALL Energy	Block 1 kWh	Block 2 kWh	Block 3 kWh	Block 4 kWh	Energy Peak	Energy Standard	Energy Off-Peak	ReAdtive energy	Energy Peak	Energy Standard	Energy Off-Peak
TARIFF NAME	TARIFF CODE	POD's		kVA	kVA	kWh	kWh	kWh	kWh	kWh	kWh	kWh	kWh	kvarh	kWh	kWh	kWh
Domestic: Life Line PP	0		**10 701**			33 359 458	**12 816 400**	**13 533 639**	**5 494 058**	**1 515 362**							
Domestic: Regular PP 20 Amp	0		**11 121**			40 468 593	**6 571 092**	**23 774 391**	**8 356 186**	**1 766 924**							
Domestic: Regular PP <600 kWh/m	0																
Domestic: Regular PP >600 kWh/m	0		**1 987**			23 653 580	**1 191 318**	**5 859 619**	**6 345 424**	**10 257 220**							
Domestic: Regular 60 Amp 1 & 3 ph	0		3 607			32 110 919	2 164 150	10 820 750	11 686 410	7 439 609							
Domestic: Renew able Energy (DOM5) SSEG w ith export	0		13			195 677	8 050	48 300	48 300	91 027							
Commercial: Life Line20 Amp PP	0		**30**			102 816											
Commercial: Low 40 Amp 1 & 3 ph PP	0		**8**			106 210											
Commercial: Regular PP 80 Amp 1 & 3 ph	0		**717**			11 732 617											
Commercial: Credit meters 80 Amps 1 & 3 ph	0		536			10 740 564											
Commercial: Regular PP 80 Amp 1 & 3 ph	-																
Commercial: Renew able Energy (COM5) SSEG	-		7			203 296											
Agricultural: Regular 80Amp 3 phase	-		**42**			1 774 877											
AGRICULTURAL: Renew able Energy (AGRI 1.1) own use & expo	-		3			136 151											
Large Power: Low Voltage > 80 Amp	-		185	26 675	89 020	23 892 434											
Large Power: Low Voltage > 80 Amp SSEG	-		3	277	741	139 300											
Industrial: Medium Voltage (IND2)	-		18	13 479	47 128	**16 141 289**											
Industrial Medium Voltage (IND 2.1): SSEG	-																
Municipal: Street and Traffic lights (MUN1)	0		15			3 197 371											
Municipal: Low Voltage <80 Amp (MUN2)	0		50			681 511											
Municipal: Low Voltage >80 Amp (MUN3)	0		21		30 248	12 160 593											
NPA : Single Phase 20 Amp Prepaid (NPO1)	0		**2**			2 154											
NPA : LV > 60 Amp PP SARS Approved (NPO2)	0		**4**			23 779											
Sport: Low All Consumers (<80A) and Prepaid (SPO1)	0		***14***			56 437											
Sport: High Consumers (>80A) Maximum Demand (SPO2)	0		4		489	365 035											
Time of Use (Low Voltage>80Amp) TOU1	0		134	32 106	153 469	43 319 203	45 258 666				1 906 992	4 931 883	4 120 361	1 939 463	5 504 910	14 612 071	12 242 986
Time of Use (Low Voltage>80Amp) TOU1 SSEG	0		6	2 418	7 202	1 503 183	1 551 548				45 732	73 161	141 927	48 365	259 582	442 785	539 996
Time of Use (Medium Voltage) TOU2	0		35	41 034	325 355	**112 898 133**	114 412 528				4 396 072	10 988 721	11 226 573	1 514 395	14 070 352	36 159 728	36 056 687
Time of Use (Medium Voltage) TOU2 SSEG			2	3 807	9 515	2 555 032	2 742 739				97 285	172 548	363 143	187 707	349 077	570 028	1 002 951
Wheeling at low voltage (<400V) in c/kWh																	
Wheeling at medium voltage (>400V) in c/kWh																	
Availability			162														
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)			31			(984 190)					(27 598)	(230 027)	(99 960)		(28 118)	(371 381)	(227 106)
371 520 213	0.26%		29 457	119 795	663 167	370 536 024	186 716 491	54 036 699	31 930 378	21 070 142	- 6 418 483	15 936 286	15 752 044	3 689 938	20 155 803	51 413 231	49 615 514

Table 17 shows the 2021/2022 actual revenue from the sales reports.

Table 17

STELLENBOSCH		REVENUES FROM CHARGES APPLICABLE ALL MONTHS OF THE YEAR				
ACTUAL REVENUE		Customer service	Basic	Access	Σ MDs all hours	ALL Energy
TARIFF NAME	TARIFF CODE	R/year	R/year	R/year	R/year	R/year
Domestic: Life Line PP	0					**35 949 322**
Domestic: Regular PP 20 Amp	0					**70 618 111**
Domestic: Regular PP <600 kWh/m	0					
Domestic: Regular PP >600 kWh/m	0		**4 159 258**			**52 985 714**
Domestic: Regular 60 Amp 1 & 3 ph	0		9 473 114			67 404 716
Domestic: Renewable Energy (DOM5) SSEG with export	0		*53 686*			462 209
Commercial: Life Line20 Amp PP	0		**584**			**279 964**
Commercial: Low 40 Amp 1 & 3 ph PP	0		**31 138**			**232 322**
Commercial: Regular PP 80 Amp 1 & 3 ph	0		**4 100 648**			**30 456 717**
Commercial: Credit meters 80 Amps 1 & 3 ph	0		3 404 689			25 845 740
Commercial: Regular PP 80 Amp 1 & 3 ph	0					
Commercial: Renewable Energy (COM5) SSEG	0		*52 708*			491 874
Agricultural: Regular 80Amp 3 phase	0		**319 271**			**4 660 650**
AGRICULTURAL: Renewable Energy (AGRI 1.1) own use & expo	0		*19 050*			358 635
Large Power: Low Voltage > 80 Amp	0		5 147 378	17 429 282	26 975 622	28 416 908
Large Power: Low Voltage > 80 Amp SSEG	0		*74 417*	181 210	224 064	165 753
Industrial: Medium Voltage (IND2)	0		1 015 315	8 667 915	14 145 469	18 948 258
Industrial Medium Voltage (IND 2.1): SSEG	0					
Municipal: Street and Traffic lights (MUN1)	0		-			8 689 435
Municipal: Low Voltage <80 Amp (MUN2)	0		-		-	1 669 749
Municipal: Low Voltage >80 Amp (MUN3)	0		-		10 139 130	13 769 424
NPA : Single Phase 20 Amp Prepaid (NPO1)	0		**-**			**5 861**
NPA : LV > 60 Amp PP SARS Approved (NPO2)	0		**-**			**62 109**
Sport: Low All Consumers (<80A) and Prepaid (SPO1)	0		**-**			***130 593***
Sport: High Consumers (>80A) Maximum Demand (SPO2)	0		-		147 668	385 024
Time of Use (Low Voltage>80Amp) TOU1	0		7 397 433	22 268 606	8 870 682	63 563 811
Time of Use (Low Voltage>80Amp) TOU1 SSEG	0		294 192	1 677 240	416 276	2 375 559
Time of Use (Medium Voltage) TOU2	0		3 486 469	27 510 500	19 114 606	159 866 543
Time of Use (Medium Voltage) TOU2 SSEG	0		290 539	2 552 365	559 006	3 477 136
Wheeling at low voltage (<400V) in c/kWh	0					
Wheeling at medium voltage (>400V) in c/kWh	0					
Availability	0		627 516			
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)	0					
792 316 349	792 400 888	0.0%	39 947 407	80 287 117	80 592 522	591 272 138

Table 18 shows the 2021/2022 consumptions statistics.

Table 18

STELLENBOSCH		CONSUMPTION STATISTICS FOR CHARGES APPLICABLE FOR ALL MONTHS OF THE YEAR					
CONSUMPTION STATISTICS		**POD's /**	**MD-kVA/Cust**	**LF (annual)**	**LF (ave month)**	**Ave consump.**	**%1 st block energy Vs total energy**
TARIFF NAME	**TARIFF CODE**	**Ratio**	**%**	**%**	**%**	**kWh/cust/m**	**%**
Domestic: Life Line PP	0		-			259.8	38%
Domestic: Regular PP 20 Amp	0		-			303.2	16%
Domestic: Regular PP <600 kWh/m	0		#DIV/0!			#DIV/0!	
Domestic: Regular PP >600 kWh/m	0		-			992.1	5%
Domestic: Regular 60 Amp 1 & 3 ph	0		-			741.9	7%
Domestic: Renewable Energy (DOM5) SSEG with export	0		-			1 215.4	4%
Commercial: Life Line20 Amp PP	0		-			284.8	0%
Commercial: Low 40 Amp 1 & 3 ph PP	0		-			1 106.4	0%
Commercial: Regular PP 80 Amp 1 & 3 ph	0		-			1 362.8	0%
Commercial: Credit meters 80 Amps 1 & 3 ph	0		-			1 671.4	0%
Commercial: Regular PP 80 Amp 1 & 3 ph	0		#DIV/0!			#DIV/0!	
Commercial: Renewable Energy (COM 5) SSEG	0		-			2 449.3	0%
Agricultural: Regular 80Amp 3 phase	0		-			3 514.6	0%
AGRICULTURAL: Renewable Energy (AGRI 1.1) own use & expo	0		-			3 782.0	0%
Large Power: Low Voltage > 80 Amp	0		144.19	10.22%	36.77%	10 762.4	0%
Large Power: Low Voltage > 80 Amp SSEG	0		104.00	5.73%	25.75%	4 353.1	0%
Industrial: Medium Voltage (IND2)	0		748.82	13.67%	46.92%	74 728.2	0%
Industrial Medium Voltage (IND 2.1): SSEG	0		#DIV/0!			#DIV/0!	
Municipal: Street and Traffic lights (MUN1)	0		-			17 862.4	0%
Municipal: Low Voltage <80 Amp (MUN2)	0		-			1 135.9	0%
Municipal: Low Voltage >80 Amp (MUN3)	0		-		55.07%	48 837.7	0%
NPA : Single Phase 20 Amp Prepaid (NPO1)	0		-			113.4	0%
NPA : LV > 60 Amp PP SARS Approved (NPO2)	0		-			516.9	0%
Sport: Low All Consumers (<80A) and Prepaid (SPO1)	0		-			348.4	0%
Sport: High Consumers (>80A) Maximum Demand (SPO2)	0		-		102.26%	7 604.9	0%
Time of Use (Low Voltage>80Amp) TOU1	0		238.85	15.40%	38.67%	26 856.3	104%
Time of Use (Low Voltage>80Amp) TOU1 SSEG	0		420.55	7.10%	28.59%	21 785.3	103%
Time of Use (Medium Voltage) TOU2	0		1 172.39	31.41%	47.53%	268 805.1	101%
Time of Use (Medium Voltage) TOU2 SSEG			1 903.50	7.66%	36.78%	106 459.7	107%
Wheeling at low voltage (<400V) in c/kWh			#DIV/0!			#DIV/0!	
Wheeling at medium voltage (>400V) in c/kWh			#DIV/0!			#DIV/0!	
Availability			-			-	
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)			-			(2 667.2)	0%
Total.			#DIV/0!	0	0		0.504

These figures all make sense and gives confidence to the sales data. Specifically the average consumption levels per consumer and the annual and monthly load factor of Bulk consumers.

Table 19

Table 19 shows the calculated revenue by multiplying the 2021/2022 consumption by the 2022/2023 tariffs.

STELLENBOSCH	30/06/2021	REVENUES FROM CHARGES APPLICABLE FOR ALL MONTHS OF THE YEAR										HIGH SEASON REVENUES			LOW SEASON REVENUES				
CALCULATED REVENUE		Customer servic	Basic	Access	MD (aLL hours)	ALL Energy	Block 1 kWh		Block 3 kWh	Other charges	-	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy	Energy Peak	Energy Standard	Energy TotaL	TotaL
TARIFF NAME	TARIFF CODE	R/year	R/year	R/year	R/year	R/year	R/year		R/year	?	R/year	Rand /season	Rand /season	Rand /season	Rand /season	Rand /season	Rand /season	Rand /season	R/year
Domestic: Life Line PP	0	-	-	-	-	-	-	22 995 006	13 913 152	4 414 704	-	-	-	-	-	-	-	-	41 322 861
Domestic: Regular PP 20 Amp	0	-	-	-	-	-	8 937 343	41 593 297	20 559 561	5 112 065	-	-	-	-	-	-	-	-	76 202 265
Domestic: Regular PP <600 kWh/m	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Domestic: Regular PP >600 kWh/m	0	-	4 439 194	-	-	-	1 617 571	10 205 699	15 591 341	29 678 239	-	-	-	-	-	-	-	-	61 532 045
Domestic: Regular 60 Amp 1 & 3 ph	0	-	9 941 672	-	-	-	2 938 483	18 846 500	28 714 678	21 525 765	-	-	-	-	-	-	-	-	81 967 098
Domestic: Renew able Energy (DOM5) SSEG w ith export	0	-	36 980	-	-	-	10 930	84 124	118 678	263 378	-	-	-	-	-	-	-	-	514 090
Commercial: Life Line20 Amp PP	0	-	-	-	-	302 319	-	-	-	-	-	-	-	-	-	-	-	-	302 319
Commercial: Low 40 Amp 1 & 3 ph PP	0	-	22 096	-	-	250 773	-	-	-	-	-	-	-	-	-	-	-	-	272 869
Commercial: Regular PP 80 Amp 1 & 3 ph	0	-	3 393 151	-	-	32 867 752	-	-	-	-	-	-	-	-	-	-	-	-	36 260 903
Commercial: Credit meters 80 Amps 1 & 3 ph	0	-	2 736 576	-	-	27 927 615	-	-	-	-	-	-	-	-	-	-	-	-	30 664 191
Commercial: Regular PP 80 Amp 1 & 3 ph	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial: Renew able Energy (COM5) SSEG	0	-	35 346	-	-	528 610	-	-	-	-	-	-	-	-	-	-	-	-	563 957
Agricultural: Regular 80Amp 3 phase	0	-	235 850	-	-	5 044 557	-	-	-	-	-	-	-	-	-	-	-	-	5 280 407
AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & expo	0	-	16 813	-	-	386 968	-	-	-	-	-	-	-	-	-	-	-	-	403 781
Large Pow er: Low Voltage > 80 Amp	0	-	5 344 561	18 805 699	29 044 555	30 675 496	-	-	-	-	-	-	-	-	-	-	-	-	83 870 311
Large Pow er: Low Voltage > 80 Amp SSEG	0	-	77 039	195 520	241 766	178 847	-	-	-	-	-	-	-	-	-	-	-	-	693 172
Industrial: Medium Voltage (IND2)	0	-	985 973	9 502 519	15 262 874	20 444 557	-	-	-	-	-	-	-	-	-	-	-	-	46 195 923
Industrial Medium Voltage (IND 2.1): SSEG	93 732 205	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Municipal: Street and Traffic lights (MUN1)	0	-	-	-	-	9 375 971	-	-	-	-	-	-	-	-	-	-	-	-	9 375 971
Municipal: Low Voltage <80 Amp (MUN2)	0	-	-	-	-	1 816 568	-	-	-	-	-	-	-	-	-	-	-	-	1 816 568
Municipal: Low Voltage >80 Amp (MUN3)	0	-	-	-	10 940 097	14 857 813	-	-	-	-	-	-	-	-	-	-	-	-	25 797 909
NPA : Single Phase 20 Amp Prepaid (NPO1)	0	-	-	-	-	6 335	-	-	-	-	-	-	-	-	-	-	-	-	6 335
NPA : LV > 60 Amp PP SARS Approved (NPO2)	0	-	-	-	-	67 079	-	-	-	-	-	-	-	-	-	-	-	-	67 079
Sport: Low All Consumers (<80A) and Prepaid (SPO1)	0	-	-	-	-	141 047	-	-	-	-	-	-	-	-	-	-	-	-	141 047
Sport: High Consumers (>80A) Maximum Demand (SPO2)	0	-	-	-	176 270	417 491	-	-	-	-	-	-	-	-	-	-	-	-	593 760
Time of Use (Low Voltage>80Amp) TOU1	0	-	7 420 574	24 029 290	9 571 862	-	-	-	-	-	-	12 201 507	9 470 695	4 648 591	517 449	11 232 218	19 645 929	12 344 603	111 082 718
Time of Use (Low Voltage>80Amp) TOU1 SSEG	0	-	317 433	1 809 853	449 189	-	-	-	-	-	-	292 607	140 491	160 122	12 904	529 651	595 324	544 478	4 852 052
Time of Use (Medium Voltage) TOU2	0	-	3 657 402	31 213 363	19 612 399	-	-	-	-	-	-	28 728 770	20 399 462	12 250 436	404 041	27 835 377	46 790 688	34 971 381	225 863 319
Time of Use (Medium Voltage) TOU2 SSEG	0	-	1 447	2 895 909	573 564	-	-	-	-	-	-	635 767	320 318	396 262	50 080	690 579	737 616	972 762	7 274 304
Wheeling at low voltage (<400V) in c/kWh	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wheeling at medium voltage (>400V) in c/kWh	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Availability	0	-	627 516	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	627 516
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)	0	-	38 358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38 358
792 316 349	7.7%	#####	39 327 983	88 452 152	85 872 576	145 289 796	13 504 327	93 724 626	78 897 410	60 994 150	-	41 858 651	30 330 966	17 455 411	984 473	40 287 826	67 769 558	48 833 224	853 583 128

Table 20 shows an analysis of the newly calculated revenue compared with the actual revenue.

Table 20

1	CALCULATED REVENUE	Energy Peak	TOTAL	Actual: Reference		
1	TARIFF NAME	Rand /season	R/year	Total	Difference	% Diff
1	Domestic: Life Line PP	-	41 322 861	35 949 322	5 373 539	14.9%
1	Domestic: Regular PP 20 Amp	-	76 202 265	70 618 111	5 584 153	7.9%
1	Domestic: Regular PP <600 kWh/m	-	-	-	-	#DIV/0!
1	Domestic: Regular PP >600 kWh/m	-	61 532 045	57 144 972	4 387 073	7.7%
1	Domestic: Regular 60 Amp 1 & 3 ph	-	81 967 098	76 877 830	5 089 268	6.6%
1	Domestic: Renew able Energy (DOM5) SSEG w ith export	-	514 090	515 895	-1 805	-0.3%
1	Commercial: Life Line20 Amp PP	-	302 319	280 548	21 771	7.8%
1	Commercial: Low 40 Amp 1 & 3 ph PP	-	272 869	263 460	9 409	3.6%
1	Commercial: Regular PP 80 Amp 1 & 3 ph	-	36 260 903	34 557 365	1 703 538	4.9%
1	Commercial: Credit meters 80 Amps 1 & 3 ph	-	30 664 191	29 250 429	1 413 762	4.8%
1	Commercial: Regular PP 80 Amp 1 & 3 ph	-	-	-	-	#DIV/0!
1	Commercial: Renew able Energy (COM 5) SSEG	-	563 957	544 582	19 374	3.6%
1	Agricultural: Regular 80Amp 3 phase	-	5 280 407	4 979 921	300 486	6.0%
1	AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & expo	-	403 781	377 686	26 096	6.9%
1	Large Pow er: Low Voltage > 80 Amp	-	83 870 311	77 969 190	5 901 121	7.6%
1	Large Pow er: Low Voltage > 80 Amp SSEG	-	693 172	645 443	47 729	7.4%
1	Industrial: Medium Voltage (IND2)	-	46 195 923	42 776 957	3 418 965	8.0%
1	Industrial Medium Voltage (IND 2.1): SSEG	-	-	-	-	#DIV/0!
1	Municipal: Street and Traffic lights (MUN1)	-	9 375 971	8 689 435	686 535	7.9%
1	Municipal: Low Voltage <80 Amp (MUN2)	-	1 816 568	1 669 749	146 819	8.8%
1	Municipal: Low Voltage >80 Amp (MUN3)	-	25 797 909	23 908 554	1 889 355	7.9%
1	NPA : Single Phase 20 Amp Prepaid (NPO1)	-	6 335	5 861	474	8.1%
1	NPA : LV > 60 Amp PP SARS Approved (NPO2)	-	67 079	62 109	4 970	8.0%
1	Sport: Low All Consumers (<80A) and Prepaid (SPO1)	-	141 047	130 593	10 454	8.0%
1	Sport: High Consumers (>80A) Maximum Demand (SPO2)	-	593 760	532 692	61 068	11.5%
1	Time of Use (Low Voltage>80Amp) TOU1	11 232 218	111 082 718	102 425 426	8 657 293	8.5%
1	Time of Use (Low Voltage>80Amp) TOU1 SSEG	529 651	4 852 052	4 763 267	88 785	1.9%
1	Time of Use (Medium Voltage) TOU2	27 835 377	225 863 319	210 092 780	15 770 540	7.5%
1	Time of Use (Medium Voltage) TOU2 SSEG	690 579	7 274 304	6 936 378	337 927	4.9%
1	Wheeling at low voltage (<400V) in c/kWh	-	-	-	-	#DIV/0!
1	Wheeling at medium voltage (>400V) in c/kWh	-	-	-	-	#DIV/0!
1	Availability	-	24 269 495	24 269 495	-	0.0%
1	SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)	-	38 358	(29 554)	67 912	-229.8%
1	815 958 328	40 287 826	877 225 107	816 208 496	61 016 611	**7.48%**

It shows an increase of 7.7% which is very close to the average price increase of 7.47%. This gives high confidence in accuracy of the data.

8. NETWORK LOSSES.

The losses in the network are required in various instances. The first step is to determine the amount of energy flowing through each of the networks for each representative load profile. This is done by obtaining the kWh from each customer category from the actual consumption table and allocating it to the relevant point on the network. The result is shown in Table 21.

Table 21

S00	0	0	0	0	0	0	0	0	0				0
S01	0	0	0	0	0	0	0	0	0				0
S02	0	0	0	0	0	0	0	0	0				0
S03	0	0	0	0	0	0	0	0	0				0
S04	129 039 422	0	0	0	0	0	0	0	0				129 039 422
S05		67 211 637	0	0	0	0	0	0	0				67 211 637
S06	0	0	12 842 104	1 911 028	22 682 206	55 764 499	25 934	421 472	73 828 052	4 596 488	-984 190	3 197 371	174 284 965
S07	0	0	0	0	0	0	0	0	0				0
S08	0	0	0	0	0	0	0	0	0				0
S09	0	0	0	0	0	0	0	0	0				0
	129 039 422	67 211 637	12 842 104	1 911 028	22 682 206	55 764 500	25 934	421 472	73 828 052	4 596 488	-984 190	3 197 371	370 536 024
												Bulk	392 350 191
												Difference	5.56%
													370 536 024
													-21 814 167

The next step in the process, to calculate the losses of every network component, is as follows:

- An estimate is made about the loss % for every network component. This is done by considering the impedances of individual network components, the numbers involved and the loads flowing through it.
- The total infeed loads are then added to the relevant losses for every network through which it flows and are then added to the loads through all other networks to yield the total load.
- The initial estimated loss factors are then modified until the total load, as calculated, is equal to the total load supplied in bulk.

The resultant calculations are shown in Table 22 and Table 22.

Table 22

Input at each network.	
Supply position	kWh/y
S0	0
S1	0
S2	0
S3	0
S4	129 039 422
S5	67 211 637
S6	174 284 965
S7	0
S8	0
S9	0
	370 536 024

Through Network	Grand Total
TOTAL	392 350 191
NL0	392 350 191
NL1	392 350 191
NL2	392 350 191
NL3	388 531 515
NL4	382 269 630
NL5	248 348 430
NL6	174 284 965
NL7	0
NL8	0
NL9	0

COMPARISONS

Supply position	Grand Total
Bulk Purchases	392350191
Total calculated	392350191
Difference	-
% Difference	0.00%
Total losses	5.56%
Adjust losses to balance grand totals	

It is important to note that the losses refer to all losses from the Eskom infeed points right down to the customers connected on the LV network and include non-technical losses.

Table 23

STELLENBOSCH				
NETWORK LOSSES				
Supply position	Per Network Estimate	Per Network Adjusted	Network Point	Total at Supply Point
N0			S0	0.00%
N1	0.00%	0.00%	S1	0.00%
N2	0.00%	0.00%	S2	0.00%
N3	1.50%	0.98%	S3	0.98%
N4	2.50%	1.64%	S4	2.64%
N5	3.00%	1.97%	S5	4.65%
N6	6.00%	3.93%	S6	8.77%
N7	0.00%	0.00%	S6	8.77%
		Total losses		5.56%

These load loss factors will be used in calculating the costs per tariff cost category.

9. BULK SUPPLY ANALYSIS.

Stellenbosch buys all its power from:

- Eskom at 3 x 66 kV points at: Franschhoek, Cloetesville and Stellenbosch.
- Drakenstein at 3 x 11 kV points: FRG, Riversmeet and Victor Verster.

All points are charged at Eskom Megaflex.

These actual kWh and Rand values are summarised to represent the total purchase costs for Stellenbosch from Drakenstein in **Table 24** and Eskom in **Table 25**.

Table 24

STELLENBOSCH MUNICIPALITY		2021-07-01	2021-08-01	2021-09-01	2021-10-01		2021-12-01	2022-01-01	2022-02-01	2022-03-01	2022-04-01	2022-05-01	2022-06-01	**Total**
Period	**Meter number**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**	**Consumption**
	FRG													
01/07-01/08	OP17140014	583 820	617 010	538 370	591 790		697 020	836 230	780 020	849 720	741 520	714 270	552 570	**7 502 340**
31	PP17140014	226 650	223 580	205 000	212 350		246 720	263 220	259 270	287 340	227 400	230 260	206 390	**2 588 180**
	SP17140014	571 640	569 950	515 590	569 800		626 290	686 500	677 730	744 920	612 880	592 330	512 640	**6 680 270**
	Total kWh	1 382 110	1 410 540	1 258 960	1 373 940	1392310	1 570 030	1 785 950	1 717 020	1 881 980	1 581 800	1 536 860	1 271 600	**18 163 100**
	RA17140014	241 840	242 750	195 030	232 060		272 080	353 910	406 650	354 850	0	0	200 200	**2 499 370**
	KVA	2 663.70	2 649	2 530	2 880		3 304	3 342	3 516	3 435	3 182	3 015	2 943	**33 460**
	NMD	4 000	4 000	4 000	4 000		4 000	4 000	4 000	4 000	4 000	4 000	4 000	**44 000**
	RIVERSMEET													
31	OP17190028	515 060	494 110	434 570	450 950		474 090	586 600	544 300	544 280	456 340	459 620	420 410	**5 380 330**
	PP17190028	226 650	228 290	201 000	169 360		193 230	203 220	217 280	230 800	198 370	205 310	205 720	**2 279 230**
	SP17190028	571 640	466 530	370 790	378 060		424 080	455 070	468 050	514 920	424 210	436 830	416 420	**4 926 600**
	Total kWh	1 313 350	1 188 930	1 006 360	998 370	989550	1 091 400	1 244 890	1 229 630	1 290 000	1 078 920	1 101 760	1 042 550	**13 575 710**
	RA17190028	241 840	360 120	343 790	379 070		476 720	525 950	508 340	58 070	0	0	306 190	**3 200 090**
	KVA	2 663.70	2 758	2 641	2 530		2 770	2 952	3 034	3 112	2 821	2 707	3 225	**31 214**
	NMD	4 000	4 000	4 000	4 000		4 000	4 000	4 000	4 000	4 000	4 000	4 000	**44 000**
	VICTOR VERSTEL	2021-07-01	2021-08-01	2021-09-01	2021-10-01	1900-01-00	2021-12-01	2022-01-01	2022-02-01	2022-03-01	2022-04-01	2022-05-01	2022-06-01	Total
31	OP17240018	53 967	55 734	49 490	57 974		63 498	76 044	56 098	58 422	49 706	50 200	46 057	**617 190**
	PP17240018	226 650	23 933	25 633	24 029		30 368	27 734	23 041	23 534	21 413	21 798	21 988	**470 121**
	SP17240018	571 640	52 136	53 909	63 240		73 399	67 833	52 742	54 900	47 579	46 746	45 122	**1 129 246**
	Total kWh	852 257	131 803	129 032	145 243	131208	167 265	171 611	131 881	136 856	118 698	118 744	113 167	**2 347 765**
	RA17240018	241 840	57 951	129 032	74 601		87 906	86 353	76 328	75 004	0	0	45 832	**874 847**
	KVA	2 663.70	378	376	431		433	403	357	366	336	300	387	**6 431**
	NMD	4 000	1 000	1 000	1 000		1 000	1 000	1 000	1 000	1 000	1 000	1 000	**14 000**
Approval Date														
Date received														
	Grand Total													
	OP17240018	1 152 847	1 166 854	1 022 430	1 100 714	0	1 234 608	1 498 874	1 380 418	1 452 422	1 247 566	1 224 090	1 019 037	13 499 860
	PP17240018	679 950	475 803	431 633	405 739	0	470 318	494 174	499 591	541 674	447 183	457 368	434 098	5 337 531
	SP17240018	1 714 920	1 088 616	940 289	1 011 100	0	1 123 769	1 209 403	1 198 522	1 314 740	1 084 669	1 075 906	974 182	12 736 116
	Total kWh	3 547 717	2 731 273	2 394 352	2 517 553	2 513 068	2 828 695	3 202 451	3 078 531	3 308 836	2 779 418	2 757 364	2 427 317	**34 086 575**
	RA17240018	725 520	660 821	667 852	685 731	0	836 706	966 213	991 318	487 924	0	0	552 222	6 574 307
	KVA	7 991	5 785	5 548	5 842	0	6 507	6 697	6 906	6 913	6 339	6 022	6 555	71 105
	NMD	12 000	9 000	9 000	9 000	0	9 000	9 000	9 000	9 000	9 000	9 000	9 000	102 000

		2021-07-01	2021-08-01	2021-09-01	2021-10-01	1900-01-00	2021-12-01	2022-01-01	2022-02-01	2022-03-01	2022-04-01	2022-05-01	2022-06-01	Total
Description	**Tariff Charge**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**
Admin Charge	125.02	3 876	3 876	3 751	3 876		3 876	3 876	3 501	3 876	3 751	3 876	3 751	**41 882**
TX Network Capacity Charge NMD	22.2600	89 040	89 040	89 040	89 040		89 040	89 040	89 040	89 040	89 040	89 040	89 040	**979 440**
Network Capacity Charge NMD	11.4400	45 760	45 760	45 760	45 760		45 760	45 760	45 760	45 760	45 760	45 760	45 760	**503 360**
Network Demand Charge	42.2100	112 435	111 802	106 804	121 582		139 466	141 053	148 389	144 996	134 300	127 263	124 237	**1 412 325**
Urban Low Voltage Subsidy NMD	-	0	0	0	0		0	0	0	0	0	0	0	**0**
Ancillary Service Charge	0.0055	7 602	7 758	6 924	7 557		8 635	9 823	9 444	10 351	8 700	8 453	6 994	**92 239**
HS Standard Charge	1.3427	767 541	765 272	513 064	567 008		623 221	683 136	674 409	741 270	609 877	589 428	688 322	**7 222 547**
HS Peak Charge	4.4327	1 004 671	991 063	296 389	307 016		356 708	380 563	374 853	415 436	328 775	332 910	914 865	**5 703 249**
HS Off Peak Charge	0.7293	425 780	449 985	339 765	373 479		439 889	527 745	492 271	536 258	467 973	450 776	402 989	**4 906 911**
Electrification @ Rural Subsidy	0.1080	149 268	152 338	135 968	148 386		169 563	192 883	185 438	203 254	170 834	165 981	137 333	**1 811 245**
Service Charge	277.35	8 598	8 598	8 321	8 598		8 598	8 598	7 766	8 598	8 321	8 598	8 321	**92 912**
Reactive Power Charge HS	0.1951	47 183	47 361	0	0		0	0	0	0	0	0	39 059	**133 603**
		2 661 753	2 672 852	1 545 785	1 672 300	-	1 884 756	2 082 476	2 030 870	2 198 838	1 867 330	1 822 084	2 460 669	22 899 713
		Amount	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**
Admin Charge	125.02	3 876	3 876	3 751	3 876		3 876	3 876	3 501	3 876	3 751	3 876	3 751	**41 882**
TX Network Capacity Charge NMD	22.2600	89 040	89 040	89 040	89 040		89 040	89 040	89 040	89 040	89 040	89 040	89 040	**979 440**
Network Capacity Charge NMD	11.4400	45 760	45 760	45 760	45 760		45 760	45 760	45 760	45 760	45 760	45 760	45 760	**503 360**
Network Demand Charge	42.2100	118 568	116 411	111 468	106 804		116 909	124 612	128 065	131 349	119 091	114 271	136 123	**1 323 672**
Urban Low Voltage Subsidy NMD	-	0	0	0	0		0	0	0	0	0	0	0	**0**
Ancillary Service Charge	0.0055	7 099	6 539	5 535	5 491		6 003	6 847	6 763	7 095	5 934	6 060	5 734	**69 099**
HS Standard Charge	1.3427	710 651	626 410	368 973	376 208		422 002	452 840	465 757	512 397	422 131	434 690	559 127	**5 351 185**
HS Peak Charge	4.4327	1 091 818	1 011 941	290 606	244 861		279 372	293 815	314 143	333 691	286 803	296 837	911 895	**5 355 783**
HS Off Peak Charge	0.7293	375 633	360 354	274 257	284 595		299 198	370 203	343 508	343 495	287 996	290 066	306 605	**3 535 911**
Electrification @ Rural Subsidy	0.1080	139 389	128 404	108 687	107 824		117 871	134 448	132 800	139 320	116 523	118 990	112 595	**1 356 853**
Service Charge	-	0	0	0	0		0	0	0	0	0	0	0	**0**
Reactive Power Charge HS	0.1951	74 156	70 259	0	0		0	0	0	0	0	0	59 738	**204 153**
		2 655 989	2 458 995	1 298 077	1 264 457	-	1 380 031	1 521 442	1 529 336	1 606 022	1 377 030	1 399 589	2 230 368	18 721 337
		Amount	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**	**Amount**
Admin Charge	125.02	3 876	3 876	3 751	3 876		3 876	3 876	3 501	3 876	3 751	3 876	3 751	**41 882**
TX Network Capacity Charge NMD	22.2600	22 260	22 260	22 260	22 260		22 260	22 260	22 260	22 260	22 260	22 260	22 260	**244 860**
Network Capacity Charge NMD	11.4400	11 440	11 440	11 440	11 440		11 440	11 440	11 440	11 440	11 440	11 440	11 440	**125 840**
Network Demand Charge	42.2100	13 278	15 960	15 890	18 201		18 272	16 996	15 067	15 454	14 197	12 655	16 341	**172 312**
Urban Low Voltage Subsidy NMD	-	0	0	0	0		0	0	0	0	0	0	0	**0**
Ancillary Service Charge	0.0055	744	725	710	799		920	944	725	753	653	653	622	**8 248**
HS Standard Charge	1.3427	75 966	70 003	53 645	62 930		73 039	67 501	52 484	54 631	47 346	46 517	60 585	**664 647**
HS Peak Charge	4.4327	109 674	106 088	37 060	34 741		43 906	40 098	33 313	34 025	30 959	31 516	97 466	**598 846**
HS Off Peak Charge	0.7293	39 358	40 647	31 233	36 587		40 074	47 991	35 403	36 870	31 369	31 681	33 589	**404 804**
Electrification @ Rural Subsidy	0.1080	14 611	14 235	13 935	15 686		18 065	18 534	14 243	14 780	12 819	12 824	12 222	**161 955**
Service Charge	-	0	0	0	0		0	0	0	0	0	0	0	**0**
Reactive Power Charge HS	0.1951	11 234	11 306	0	0		0	0	0	0	0	0	8 942	**31 482**
		302 440.37	296 539.15	189 924.28	206 520.30	-	231 851.47	229 639.55	188 436.02	194 089.69	174 793.97	173 421.34	267 218.52	2 454 874.67
Admin Charge	125.02	11 627	11 627	11 252	11 627	0	11 627	11 627	10 502	11 627	11 252	11 627	11 252	125 645
TX Network Capacity Charge NMD	22.2600	200 340	200 340	200 340	200 340	0	200 340	200 340	200 340	200 340	200 340	200 340	200 340	2 203 740
Network Capacity Charge NMD	11.4400	102 960	102 960	102 960	102 960	0	102 960	102 960	102 960	102 960	102 960	102 960	102 960	1 132 560
Network Demand Charge	42.2100	244 281	244 173	234 163	246 587	0	274 647	282 662	291 522	291 799	267 588	254 189	276 700	2 908 309
Urban Low Voltage Subsidy NMD	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Ancillary Service Charge	0.0055	15 444	15 022	13 169	13 847	0	15 558	17 613	16 932	18 199	15 287	15 166	13 350	169 586
HS Standard Charge	1.3427	1 554 158	1 461 685	935 682	1 006 146	0	1 118 263	1 203 477	1 192 649	1 308 298	1 079 354	1 070 634	1 308 034	13 238 379
HS Peak Charge	4.4327	2 206 164	2 109 092	624 055	586 617	0	679 986	714 477	722 309	783 152	646 537	661 263	1 924 226	11 657 878
HS Off Peak Charge	0.7293	840 771	850 987	645 256	694 661	0	779 161	945 939	871 182	916 624	787 339	772 523	743 184	8 847 626
Electrification @ Rural Subsidy	0.1080	303 268	294 977	258 590	271 896	0	305 499	345 865	332 481	357 354	300 177	297 795	262 150	3 330 053
Service Charge	-	8 598	8 598	8 321	8 598	0	8 598	8 598	7 766	8 598	8 321	8 598	8 321	92 912
Reactive Power Charge HS	0.1951	132 572	128 926	0	0	0	0	0	0	0	0	0	107 739	369 237
		5 620 183	5 428 386	3 033 786	3 143 277	3 819 490	3 496 638	3 833 558	3 748 642	3 998 950	3 419 154	3 395 094	4 958 256	47 895 414

Table 25

STELLENBOSCH MUNICIPALITY BULK PURCHASES SPREADSHEET - ESKOM ELECTRICITY ACCOUNTS

Intake no 1 : Stellenbosch 66kV	60MVA
Intake no 2: Cloetesville 66kV	16MVA
Intake no 3: Franschhoek 66kV	10MVA

STELLENBOSCH MUNIC TOTAL NMD	86MVA

Acc No	5801626136	5801626136	5801626136	5801626136	5801626136	5801626136	5801626136	5801626136	5801626136	5801626136	5801626136	5801626136	5 801 626 136
Billing Date	04/08/2021	03/09/2021	05/10/2021	04/11/2021	03/12/2021	05/01/2022	03/02/2022	03/03/2022	05/04/2022	05/05/2022	03/06/2022	05/07/2022	Total
Acc Month	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Year
Deu Date	03/08/2021	03/09/2021	03/10/2021	03/11/2021	03/12/2021	03/01/2022	03/02/2022	03/03/2022	03/04/2022	03/05/2022	03/06/2022	03/07/2022	Year
Approved													
Maximum Demand (kVA)													
Franschhoek Demand kVa	8 438.72	8 045.30	7 845.58	7 869.44	7 840.02	7 615.27	8 364.16	8 834.31	8 786.32	9 428.70	8 569.77	9 056.47	**100 694**
Cloetesville Demand kVa	9 423.11	8 657.47	8 017.70	10 084.14	12 259.56	7 054.49	7 293.13	8 857.22	8 589.63	8 478.19	8 833.81	9 420.41	**106 969**
Stellenbosch Demand kVa	46 107.23	50 667.34	46 028.82	44 598.12	41 343.50	37 495.00	48 387.17	50 850.87	51 204.98	47 533.17	48 290.78	49 022.92	**561 530**
Total kVa p/m	63 969.06	67 370.11	61 892.10	62 551.70	61 443.08	52 164.76	64 044.46	68 542.40	68 580.93	65 440.06	65 694.36	67 499.80	**769 193**
Load Factor(%)													
Load Factor(%)	69.05%	66.70%	67.17%	62.89%	61.15%	69.64%	62.53%	57.46%	63.12%	59.78%	65.32%	60.38%	**8**
Aantal ure p/m	732	732	732	732	732	732	732	732	732	732	732	732	**8 784**
Electricity Cost(R)													
Franschhoek Amount	R 7 402 569.66	R 7 202 951.63	R 4 367 109.47	R 4 200 900.11	R 4 144 606.65	R 4 522 811.19	R 4 927 542.50	4 725 910.69	R 5 130 015.34	R 4 420 801.68	R 4 629 017.39	R 7 130 856.98	**R 62 805 093**
Cloetesville Amount	R 10 346 322.23	R 9 856 883.58	R 5 727 401.35	R 5 324 792.53	R 5 200 993.41	R 4 949 721.85	R 5 085 894.42	R 5 196 244.77	R 5 991 348.66	R 5 545 280.35	R 6 191 867.39	R 9 974 641.20	**R 79 391 392**
Stellenbosch Amount	R 41 403 382.02	R 42 283 234.40	R 25 271 313.02	R 23 761 755.99	R 23 098 352.77	R 21 339 527.58	R 23 628 683.14	R 23 748 552.56	R 25 494 698.12	R 22 645 059.63	R 25 181 905.82	R 37 592 805.23	**R 335 449 270**
Total Amount Vat Ecl	**R 59 152 273.91**	**R 59 343 069.61**	**R 35 365 823.84**	**R 33 287 448.63**	**R 32 443 952.83**	**R 30 812 060.62**	**R 33 642 120.06**	**R 33 670 708.02**	**R 36 616 062.12**	**R 32 611 141.66**	**R 36 002 790.60**	**R 54 698 303.41**	**R 477 645 755**
Energy Consumption (kWh)													
Franschhoek													
Franschhoek Off Peak	1 499 618	1 625 391	1 419 650	1 448 700	1 306 184	1 595 983	1 840 258	1 606 678	1 755 550	1 709 156	1 593 232	1 498 825	**18 899 225**
Franschhoek Standard	1 760 625	1 658 252	1 526 396	1 457 612	1 459 316	1 571 203	1 697 665	1 674 751	1 834 596	1 440 015	1 616 027	1 579 327	**19 275 785**
Franschhoek Peak	668 237	633 702	640 156	561 414	595 216	625 295	678 555	679 971	751 374	583 097	655 614	664 090	**7 736 721**
Reactive /kvarh	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	**0**	**84**	**84**
Total kWH FHK	**3 928 480**	**3 917 345**	**3 586 202**	**3 467 726**	**3 360 716**	**3 792 481**	**4 216 478**	**3 961 400**	**4 341 520**	**3 732 268**	**3 864 873**	**3 742 242**	**45 911 731**
Cloetesville													
Cloetesville Off Peak	2 024 880	2 108 386	1 857 600	1 863 694	1 642 512	1 772 164	1 922 380	1 748 611	2 002 439	2 171 849	2 152 429	2 070 505	**23 337 449**
Cloetesville Standard	2 520 056	2 269 850	2 096 595	1 917 244	1 888 517	1 749 036	1 754 285	1 865 212	2 262 414	1 927 487	2 289 000	2 244 980	**24 784 676**
Cloetesville Peak	990 586	946 806	915 069	753 471	776 918	698 593	710 613	772 918	896 505	760 120	935 920	986 014	**10 143 533**
Reactive /kvarh	**0**	**0**	**0**	0	0	0	0	**0**	**0**	**0**	**0**	**406**	**406**
Total kWH CLVille	**5 535 522**	**5 325 042**	**4 869 264**	**4 534 409**	**4 307 947**	**4 219 793**	**4 387 278**	**4 386 741**	**5 161 358**	**4 859 456**	**5 377 349**	**5 301 499**	**58 265 658**
													0
Stellenbosch													**0**
Stellenbosch Off Peak	8 966 480	9 718 225	8 801 266	8 755 486	7 804 748	8 032 557	8 902 724	8 136 308	8 887 142	9 219 038	9 291 981	8 440 045	**104 956 000**
Stellenbosch Standard	10 089 334	10 067 502	9 247 343	8 643 447	8 436 460	7 581 039	8 515 862	8 912 308	9 477 679	7 861 035	9 303 584	8 950 682	**107 086 275**
Stellenbosch Peak	3 812 820	3 864 488	3 928 484	3 396 310	3 592 086	2 966 705	3 291 779	3 432 186	3 820 626	2 964 665	3 572 360	3 401 443	**42 043 952**
Reactive /kvarh	**0**	**0**	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Total kWH Stell	**22 868 634**	**23 650 215**	**21 977 093**	**20 795 243**	**19 833 294**	**18 580 301**	**20 710 365**	**20 480 802**	**22 185 447**	**20 044 738**	**22 167 925**	**20 792 170**	**254 086 227**
TOTAL KWH	**32 332 636**	**32 892 602**	**30 432 559**	**28 797 378**	**27 501 957**	**26 592 575**	**29 314 121**	**28 828 943**	**31 688 325**	**28 636 462**	**31 410 147**	**29 835 911**	**358 263 616**

Total	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Total	from profiles	% Error
Off Peak	12 490 978	13 452 002	12 078 516	12 067 880	10 753 444	11 400 704	12 665 362	11 491 597	12 645 131	13 100 043	13 037 642	12 009 375	147 192 674	148 450 090.79	0.85%
Standard	14 370 015	13 995 604	12 870 334	12 018 303	11 784 293	10 901 278	11 967 812	12 452 271	13 574 689	11 228 537	13 208 611	12 774 989	151 146 736	152 507 366.42	0.89%
Peak	5 471 643	5 444 996	5 483 709	4 711 195	4 964 220	4 290 593	4 680 947	4 885 075	5 468 505	4 307 882	5 163 894	5 051 547	59 924 206	60 595 939.06	1.11%

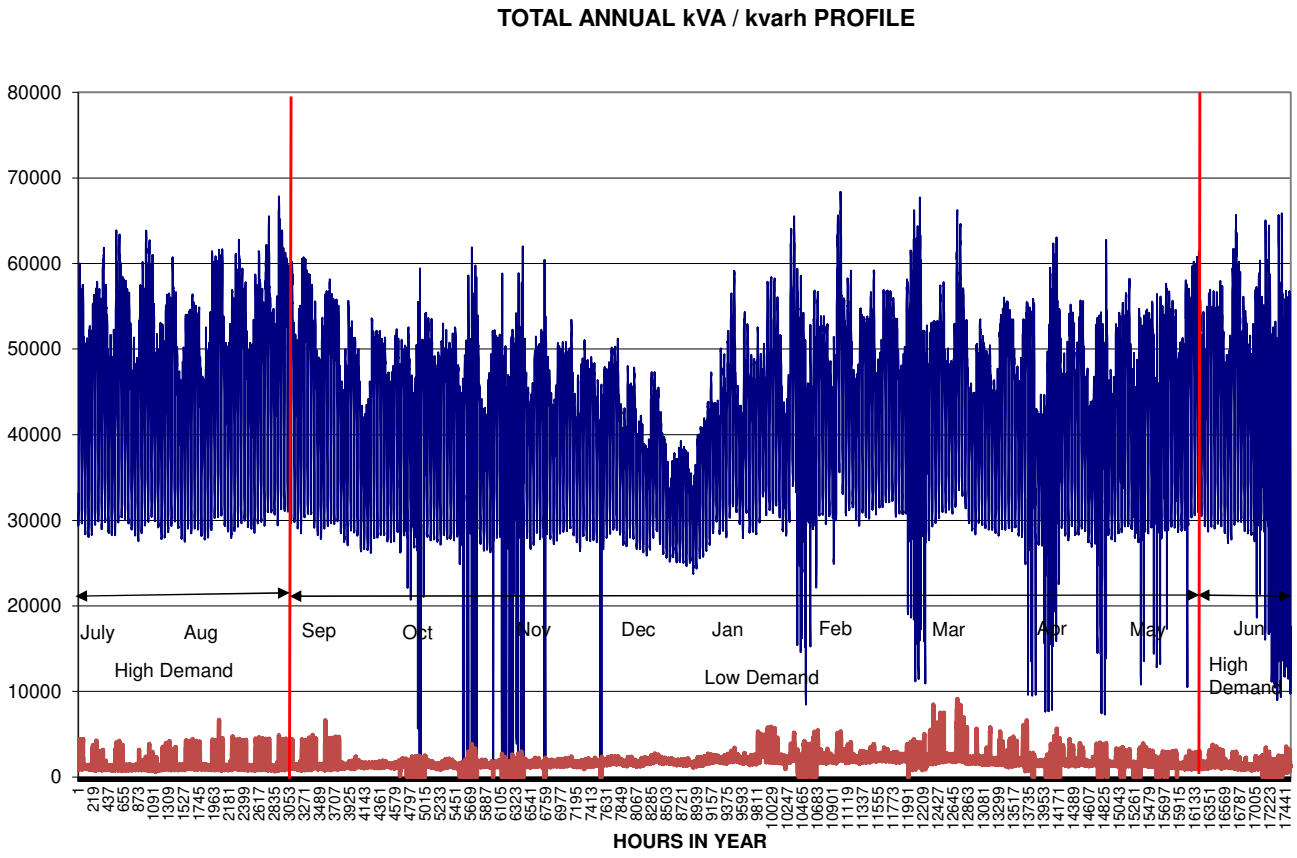
The following should be noted in this respect:

- The bottom of the Table 25 shows a comparison of the consumption quantities from the bills with that calculated from the ½ hourly load profiles. It shows a very small differences which gives confidence to the accuracy of the bills.

The first set of profiles which will be analysed are the purchase profiles. The ½ hourly profiles for the 2021/2022 financial year were obtained from Drakenstein and Eskom for each of the points of supply.

Figure 5 shows the total ½ hourly KVA purchases (Y-Axis) for all of the Stellenbosch bulk points of supply added together over the 12 months (X-Axis).

Figure 5

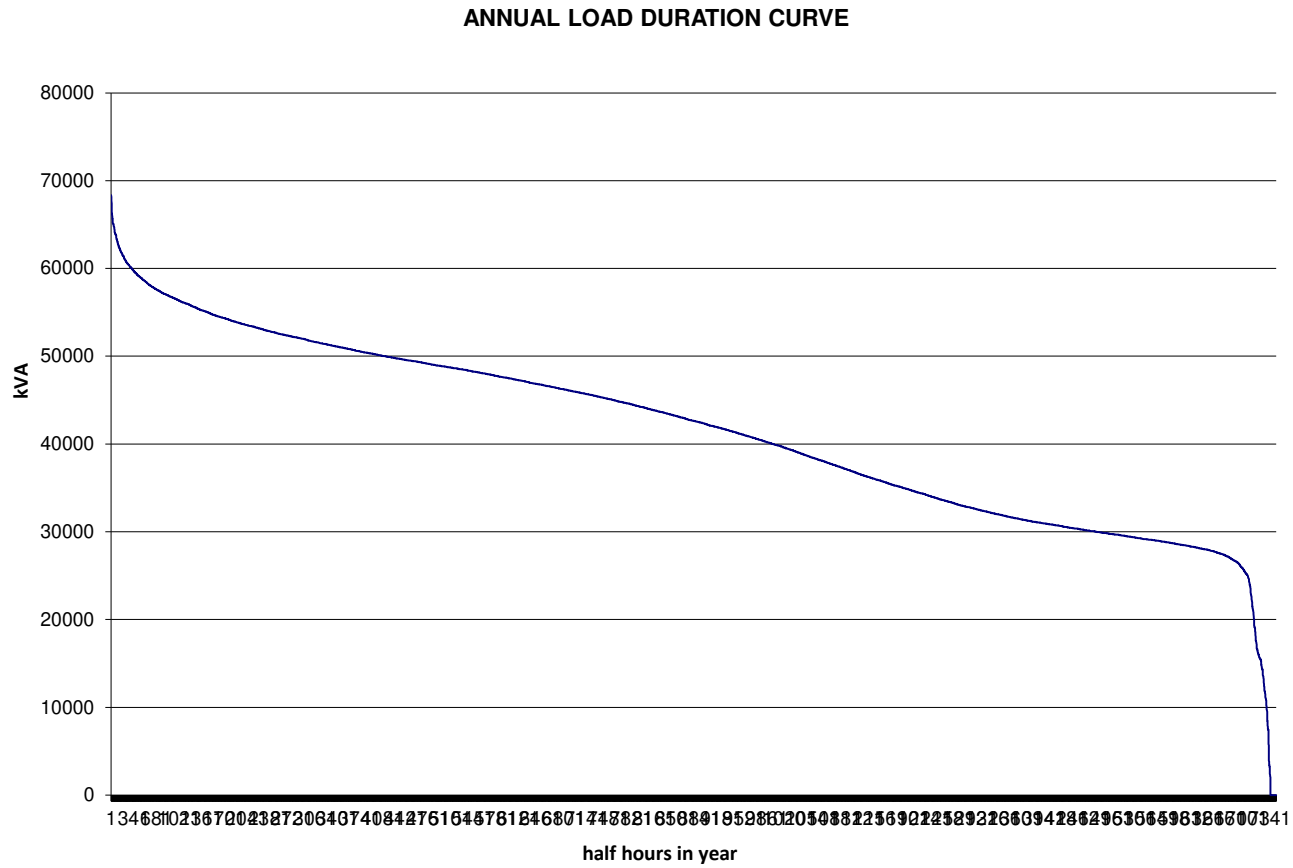


The following observations can be made from this:

- It shows a drop in consumption during the month of December which co-insides with the drop in university / school and business activity during this period.
- The extensive periods of no load confirms the load shedding during this period.

Figure 7 shows the annual load duration curve. This shows the highest to the lowest ½ hourly kVA (Y-axis) for all the ½ hours of the year (x-axis) and gives an indication of the potential to reduce the peak demand.

Figure 6

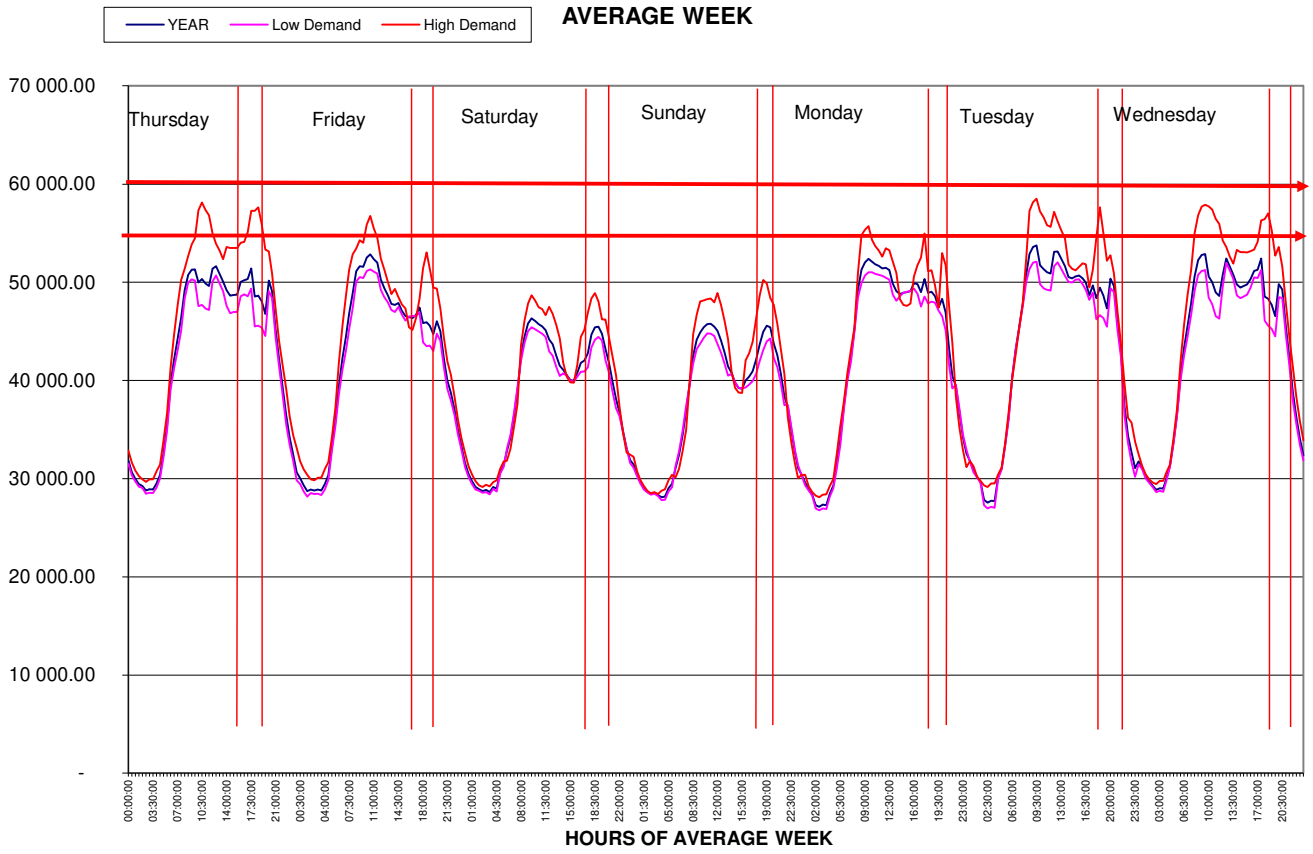


This shows that there is reasonable opportunity to save on maximum demand charges by only cutting out the peaks for a few hours in the year. Although the potential looks limited for the combined load, it will become clear that there are great opportunities to reduce peaks at each individual Bulk point of supply. Analysis shows that close to 4 MW can be further reduced by managing less than 100 peak hours in the year. This shows the importance of applying demand side management in the pricing signal to customers.

Figure 7 shows the ½ hourly kVA values (Y-axis) for the following average weeks (7 day ½ hours per week = x-axis) of the total Eskom supply in the year:

- Average for whole year.
- Average for high-demand period
- Average for low-demand period.

Figure 7

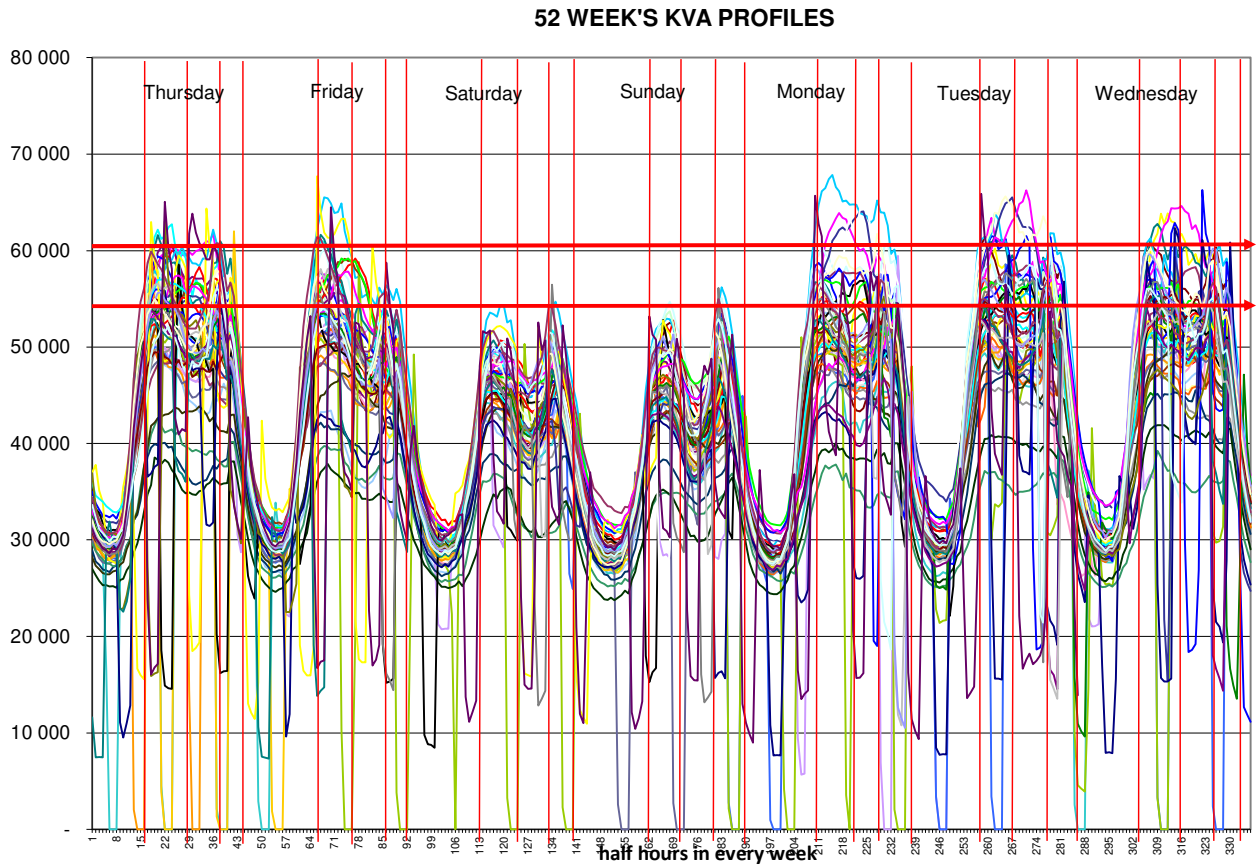


The following can be said in this respect:

- This is similar to other town profiles with morning and evening peaks.
- It shows higher demands during the mornings during High demand period (Winter) period. This could be from all the municipal and other business activities during the cold winter mornings.
- With the hot summers there are higher morning peaks co-incident with air-conditioning usage.
- It shows lower consumption on Saturdays and Sundays.
- Very low levels of consumption during the night.

Figure 8 Error! Reference source not found. shows the ½ hourly kVA values (Y-axis) for every week of the year (7 day ½ hours per week = x-axis). This is a very important graph as the previous average graph easily hides very important information.

Figure 8



The following can be seen from this:

- On the highest peak day of the year, the morning peaks are more dominant.
- It also shows that there are only a few days in the year where the demand actually exceeds 65 MW. That leaves massive opportunity to save more than 5 MW with very limited effort.
- This is a clear message that the key focus for demand reduction must be on the morning peaks but the rising evening peaks cannot be ignored specifically in local networks.
- Although the municipality has extensive geyser control system and relays in place it is not clear from the load profile that it is being used effectively to control those few peaks every month that are contributing to the high maximum demand and access charges.

10. REPRESENTATIVE LOAD PROFILE ANALYSIS.

Extensive work is required in respect of load profiles. This refers to the way electricity is used by different customer categories and through different networks. The data used is 12 months of ½ hourly data.

The representative load profiles refer to the typical load profile of customers in a tariff category. The typical profiles that are accepted and for which data is separately available include the following:

- MVatHV
- LPU MV
- LPU LV
- MunicS
- Agricu
- Commer
- Reside
- NPA
- Sports
- DomRDP
- SSEGIm
- SSEGEx
- Lights

The following process was followed to obtain representative load profiles:

- Various annual ½ hourly load profiles were obtained from the meters of Stellenbosch large customers, mini substations, feeders and Substations.
- These were identified into the various representative load profile categories.
- The profile for streetlights was calculated by using the on times from the day-night switches operating the streetlights.
- These were then used to calculate the relevant representative load profiles.

The consumer / substation / feeder profiles used are listed in Table 26.

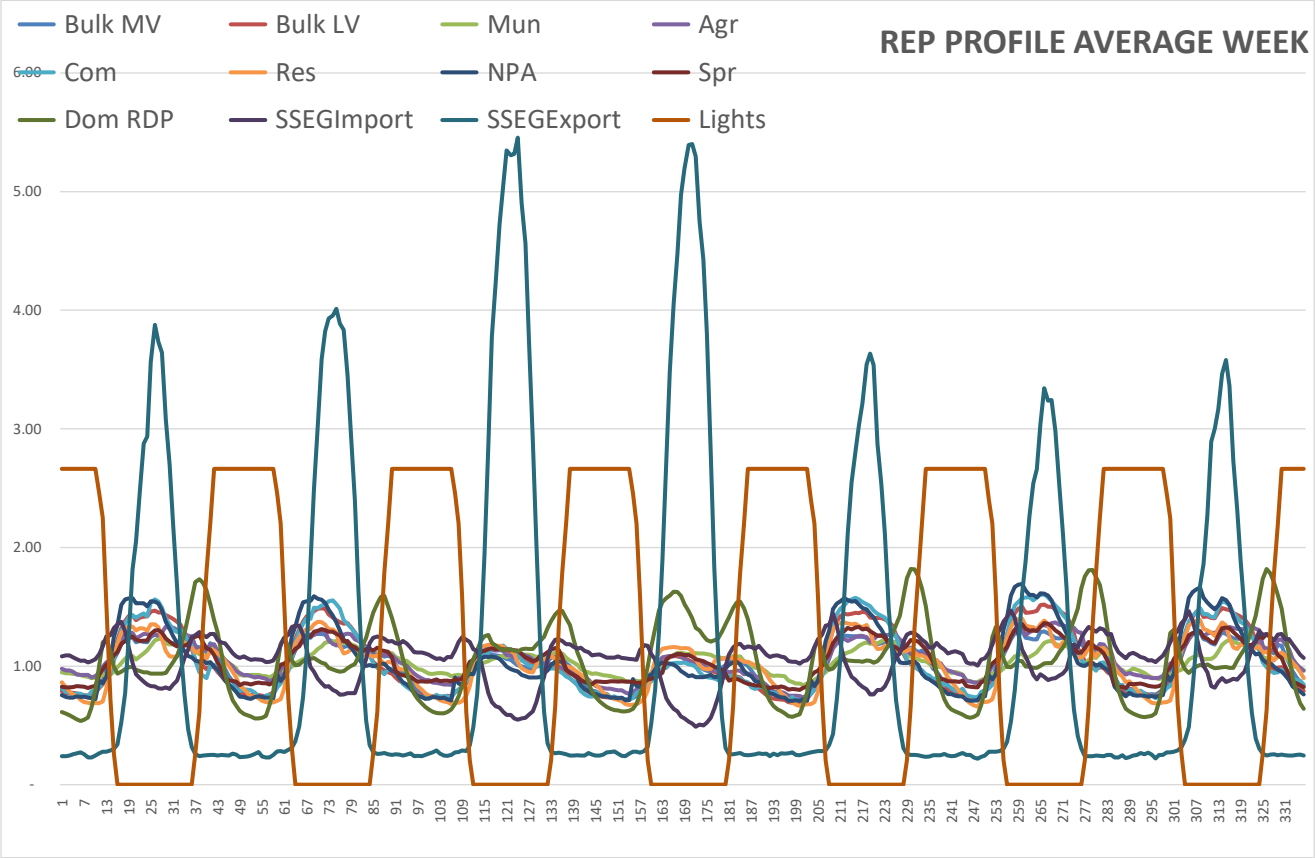
Table 26

LOAD PROFILE DETAILS				
Meter No	Name	Tariff	Profile	Voltage
10390008	FH : IMIBALA ORCHARDS	TOU1	Agr	LV
11340050	FH : FRANCOLLEEN (PTY) LTD (garage)	TOU1	Com	LV
11350018	STB: BOSCHENDAL LIMITED	TOU2	Ind	LV
11390021	FH: Municipality Erf 1331/15	MUN3	Mun	LL
12220087	FH : RHODES FOOD GROUP (PTY) LTD (Melkery)	TOU2	Agr	LV
17290019	FH : YOUDRIVE (PTY) LTD	TOU1	Agr	LV
17410024	FH : RHODES FOOD GROUP (PTY)LTD. - (RFG Fabriek)	TOU2	Agr	LV
29828806	FH : AC+TE. WIDLAKE (Solar client)	COM6	Com	LL
30060243	FH: GRANDE PROVENCE PROPERTIES (PTY) LTD - Gaste H	TOU1	Com	LL
30060244	STB: Caltex Olie (SA) EDMS	TOU1	Com	LL
30060263	FH: SAPD Franschhoek	IND1	Com	LL
30060433	FH: Klein Dassenberg(LEEU DASSENBERG WINERY (PTY) LTD)	IND1	Ind	LV
30060436	FH: S I Sampson	IND1	Ind	LL
30061959	FH: GRANDE PROVENCE PROPERTIES (PTY) LTD - Kelder	TOU1	Com	LV
30061980	FH : Surrey Holmes (PTY) LTD	IND1	Ind	LL
30062007	STB: De Ouwe Werf	TOU1	Com	LV
30062076	STB: STELLENBOSCH MUNISIPALITEIT	MUN3	Mun	LL
33017246	STB: Huis Horison	TOU1	Res	LV
33017247	FH: Rio Ridge - La Lude	TOU1	Com	LV
33017249	FH: La Avenue(L'AVENUE DE FRANSCHHOEK H.O.A)	IND2	Ind	LL
33017251	STB: Cyrus	IND1	Com	LL
33021154	STB: Pandero Investments 103 CC	TOU1	Com	LL
33022596	STB: Eikehof	IND1	Com	LL
35008991	FH: COL PIZZERIA FRANSCHHOEK CC	IND1	Com	LL
35009004	STB: Distell - Adam Tas	TOU2	Ind	MV
35009022	FH: Haute Cabriere(CLOS CABRIERE)	TOU1	Ind	LV
35009025	STB: UNIVERSITY OF STELLENBOSCH (Konservatorium)	TOU2	Com	MV
35009062	FH: Xabisa Prop	TOU1	Com	LL
35012897	STB: Loci Laser Cut	TOU1	Com	LV
35012918	STB: Dannic	IND1	Com	LL
35012925	STB: Stellenbosch Lab Pty Ltd	TOU1	Com	LL
35012935	STB: STELLENBOSCH PREMIER MANUFACTURERS PTY (Naco)	TOU1	Ind	LV
35012953	FH: WIDEPROP'S 49 PTY LTD	TOU1	Com	LV
35012970	STB: Idas Valley Mews	IND1	Com	LL
35012972	FH: TK Retail Consultants CC	IND1	Com	LL
35012978	STB: UNIVERSITY OF STELLENBOSCH (Monica Koshuis)	TOU2	Res	MV
35012980	STB: Millennia Park	IND2	Com	LV
35012988	STB: Boland Kollege	IND2	Com	LV
35012991	FH: F H Country Est	IND2	Ind	MV
35012993	STB: Medi-Clinic Corp	TOU2	Com	LV
35012995	STB: Lurend Investment	IND2	Ind	MV
35012997	STB: CATWALK INVESTMENTS 385 (PTY) LTD	IND2	Ind	LV
35012998	STB: Munic - Techno Park Pump Station	MUN3	Mun	LL
35012999	STB: Paradyskloof Villas	IND1	Res	LL
35013001	STB: Boland Distrik Munic - Undercover	IND2	Com	LV
35013004	FH: French Connection	TOU1	Com	LL
35013008	STB: Bloemhof Hostel	TOU1	Res	LV
35013009	STB: UNIVERSITY OF STELLENBOSCH (Erica Koshuis)	TOU2	Res	MV
35013010	STB: Rhenish Girls High School	TOU1	Com	LV
35013011	STB: Rhenish Girls High School	TOU1	Com	MV
35013012	STB: Capitec Bank	TOU1	Com	LL
35013014	STB: UNIVERSITY OF STELLENBOSCH (Helderberg)	TOU2	Res	LV
35013017	FH: REUBEN'S RESTAURANT AND BAR TRUST	IND1	Com	LL
35013018	STB: TPARK BODY CORP	IND1	Com	LL
35013026	FH: Clos Cabriere	TOU1	Ind	LV
35013034	STB: Stelklop Trust	TOU1	Com	LL
35013044	STB: Kaggelsberg Pty Ltd	IND1	Com	LL
35013045	STB: Kaggelsberg Pty Ltd	IND1	Com	LV
35013055	STB: ACVV (Azaliahof)	TOU2	Com	LV
35013058	STB: Stellenbosch Lodge	TOU1	Com	LL
35013061	STB: Boland District Munic (Bird)	IND1	Res	LL
35013062	FH : BP Shop (WIDEPROP'S 49 PTY LTD)	TOU1	Com	LL
35013063	STB: Eikestad Panelbeaters	TOU1	Com	LL
36009901	STB: Gyro Properties	IND1	Com	LL
36009902	STB: Munic - Papegaaiberg Pump Station	MUN3	Mun	LV
36009908	STB: BLUE DOT PROPERTIES(BOSSA)	TOU1	Com	LV
36009911	STB: CROSS ATLANTIC PROPERTIES 54 (PTY) LTD	IND1	Com	LL
36009913	STB: Nedbank (Bird 38)	TOU1	Com	LL
36009914	STB: REGSPERSOON BERGZICHT PLAZA	IND1	Com	LL
36009915	STB: Glen Elley	TOU2	Agr	LV
36009921	STB: CAMPUSKEY (PTY) LTD (Block C)	TOU1	Com	LL
36009926	STB: Municipality - Kammalielieland	MUN3	Mun	LV
36009928	STB: Anglo Afr Estate (Eikestad Mall)	TOU1	Com	LL
36009930	STB: Standard Bank	IND1	Com	LL
36009931	STB: Department of Agriculture ELSENBURG	TOU1	Com	LL
36009934	STB: Comar Inter (George Blake)	TOU1	Com	LL
36009936	STB: UNIVERSITY OF STELLENBOSCH (Lobelia Flats)	IND1	Res	LL
36009940	STB: UNIVERSITY OF STELLENBOSCH (Lobelia Flats)	IND1	Res	LL
36009941	STB: Eikestad Primary 1	TOU1	Com	LL
36009945	STB: Comar International (Industria)	TOU1	Com	LL
36009948	STB: Landbou Navorsingraad (NIVV)	IND2	Ind	MV
36012966	STB: Cape Blouberg (PTY) LTD	TOU1	Com	LL
36027600	STB: Telkom SA Ltd	TOU2	Com	LV
36027602	STB: CSIR (WNNR)	TOU2	Com	LV
36027603	STB: CAPITEC BANK LTD (Quantum 1-7)	TOU1	Com	LV
36027605	STB: GREENFIELD 4 TRUST	TOU2	Com	LV
36027606	STB: Titan House	IND1	Com	LL
36027608	STB: GREEN EARTH ENERGY	TOU1	Com	LL
36027610	STB: Stellenbosch Hospital	IND2	Com	LV
36027611	STB: VINTAGE AFRICA INVESTMENTS 705 (PTY) LTD (One Visi	IND1	Com	LL
36027612	STB: PMG TRUST (Rhino Building)	TOU1	Com	LL
36027613	STB: Vastech SA Pty LTD	TOU1	Com	LL
36027616	STB: Stellenryck Landgoed Edms	IND2	Ind	LV
36027618	STB: Huis Du Preez	TOU1	Res	LV
36027619	STB: UNIVERSITY OF STELLENBOSCH (BJ Voster)	TOU2	Com	MV
36027622	STB: Q25 PROPERTY (PTY) LTD	TOU1	Com	LV
36027626	STB: Capitec Properties (PTY) LTD	IND1	Com	LL
36027628	STB: Distell - Distillery	TOU2	Ind	LV
36027631	STB: Prontuit Beleggings	IND1	Com	LL
36027632	STB: Tamric Trust	IND1	Com	LV
36027633	STB: Parmalat (Trumali)	IND1	Com	LV
36027634	STB: GARBERANDI BUSINESS TRUST	IND1	Com	LL
36027635	STB: Protea Hotel	TOU1	Com	MV
36027636	STB: FOODPROP PROPERTY HOLDINGS (PTY) LTD	TOU2	Ind	MV
36027637	STB: Tamric Trust	IND1	Com	LL
36032125	STB: Geribel Beleggings (Edms) Bpk	TOU2	Com	LV
36032126	STB: UNIVERSITEIT VAN STELLENBOSCH (DF Malan)	TOU2	Com	MV
36032131	STB: Department of Public Works	IND2	Com	LL
36032134	STB: Cottilion Place	TOU1	Com	LV
36032137	STB: TEKLEK BODY CORPORATE	IND1	Com	LV
36032140	STB: Avon Place	TOU1	Com	LL
36032142	FH: FH Wingerd Wynsentrum	IND1	Com	LV
36032146	STB: VAN LAMP TRUST	IND1	Com	LL
36032148	STB Intake: Cloetesville 66kV Substation	Other	Sub	MV
36032149	STB: Agrimark	TOU1	Com	LV
36032152	STB: EMSS Properties (PTY) LTD	IND1	Com	LL
36032153	STB: CLUB RETAIL PARK PTY LTD	TOU1	Com	LL
36036756	STB: Consol	IND1	Com	LL
36036757	STB: Boland Dist Munic (Langenhoven)	IND1	Com	LL
36036760	STB: Kilotreads	IND1	Com	LL
36036762	STB: PEACE PARKS FOUNDATION	IND1	Com	LL
36036763	STB: Municipality - Rokewoord	MUN3	Mun	LV
36036764	FH: ANY NAME PROPERTY 5004 (PTY), LTD	TOU1	Com	LL
36036765	STB: DR NJ VLOK & VENNOTE (Stelkor)	IND1	Com	LL
36036766	STB: FARADAY PROPERTIES (PTY) LTD	IND1	Com	LL
36036767	STB: BAKER HOLDINGS PROPRIETARY LIMITED (Demtex)	IND1	Com	LL
36036768	STB: ABSA Ream	TOU1	Com	LL
36036769	STB: Joria Beleggings	TOU1	Res	LL
36036770	FH: TFMC - Telkom	IND1	Com	LL
36036771	STB: Nietvoorbij Farm	IND2	Ind	LV
36036775	FH: Friedman	IND1	Com	LL
36036776	STB: Java Internet Café	IND1	NPA	LL
36036777	STB: Vinn Investments (KWV Park 8A)	IND1	Com	LL
36036779	STB: ENGEN PETROLEUM LTD (Supra Tolken) (Toyota Dealers	IND1	Com	LL
36036782	STB: Stellenbosch High School	TOU1	NPA	LV
36036783	STB: Depart of Public Works (Muller)	IND1	Com	LV
36036784	STB: DISTELL PTY LTD (Oude Libertas)	IND1	Com	LL
36036785	STB: ERF 2055 WILDERNESS C C 9Paradyskloof Friendly)	TOU1	Com	LV
36036786	STB: Washington Laundry (Unit 5)	TOU1	Com	LV
36036787	FH: Food 4 All(MORE WEALTH INVESTMENTS 27 CC)	TOU1	Com	LL
36036793	STB: Dancol (Die Boord Spar)	IND2	Com	MV
36036794	STB: CSIR Defencetek (ANGLO AFRICAN ESTATES (PTY) LTD)(	TOU1	Com	LL
36036796	STB: VERREWEIDE 14 BEHEERLIGGAAM	IND1	Res	LL
36036797	STB: Dorpstreet Auto - 010429374	TOU1	Com	LV
36036798	FH: Kaap Agri	IND1	Ind	LL
36036804	STB: Stellenbosch Golf Club (Tegno)	TOU1	Com	LV
36036816	STB: VESCOM SEVENTEEN (EDMS) BPK	TOU1	Com	LL
36036861	FH: Hager	IND1	Com	LL
36043816	FH: Dennegeur	TOU2	Agr	LV
36045537	STB: PEC METERING (La Belle Vie)	TOU1	Agr	LV
36045615	STB: CROWNED CORMORANT INVESTMENTS 17 (PTY)	IND1	Com	LL
36045621	STB: PZK BELEGGINGS 6000 BK (McDonalds)	IND1	Com	LV
36045623	STB: DE WATERKANT TRUST	TOU1	Com	LL
36045635	STB: SIDELING HILL PROPERTIES(WSP Engineers)	IND1	NPA	LL
36045650	STB: Spaxton Properties	IND1	Com	LL
36045660	STB: Cloetesville Senior	TOU1	NPA	LL
36045671	STB: Munic - Beltana	MUN3	Mun	LV
36045675	STB: Dept of Public Works (Alexander)	IND1	Ind	LL
36045681	STB: NULANE INVESTMENTS 40 (PTY) LTD	IND2	Ind	MV
36045687	STB: Bloemhof High (The Hall)	TOU1	NPA	LL
36045690	STB: Bloemhof High	TOU1	NPA	LV
36045691	STB: CSIR Defencetek (ANGLO AFRICAN ESTATES (PTY) LTD)(	IND1	Com	LL
36045693	STB: UNIVERSITY OF STELLENBOSCH (Huis Neethling) -	TOU1	Res	LL
36045697	STB: G.V.V Investment	IND1	Com	LL
36045699	STB: JOERNINGS BUILDING REGSPERSOON	TOU1	Com	LL
36045703	STB: Valerida Beleggings	TOU1	NPA	LV
36045710	STB: Tembador 166	TOU1	Com	LV
36045730	STB: STELLENBOSCH HOSPITAAL (Tennantville Daghospitaal)	IND1	Com	LL
36045737	STB: MEDICLINIC (PROPRIETARY) LIMITED	IND1	Com	LL
36045757	STB: Boland District Munic (Alexander)	IND1	Com	LL
36045759	STB: Munic - Rozendal Pump Station	MUN3	Mun	LV
36064357	STB: Navors Inst vir Plante Beskerming	IND1	Ind	LV
36064358	STB Intake: Franschhoek 66kV Substation	Other	Sub	MV
36064359	STB: Dir Imm Del Sud Afrika	IND1	Com	LL
36064361	STB: SELFORD PROPERTIES	TOU1	Com	LL
36064363	STB: Plant en Gehalte Beheer	IND1	Agr	LL
36064364	STB: Time Square	TOU1	Com	LV
36068542	STB: VASTECH SA (PROPRIETARY)LIMITED (Quantum 7)	TOU1	Com	LL
36068551	STB: Nooitgedacht Block B	IND1	Com	LL
36068580	STB: Dorpshuis Hotel	TOU1	Com	LV
36068582	STB: Stellenbosch Hotel	TOU1	NPA	LV
36068588	STB: KIRFANE (PTY)LTD (Octo Place)	TOU1	Ind	MV
36068596	FH: La Resedance 1 (LA RES FRANSCHHOEK PTY LTD)	TOU1	Res	LV
36068600	STB: Reichenbach Properties	TOU1	Com	LV
36068609	FH:LA VIE DE LUC MINERAL WATER (PTY) LTD	TOU1	Ind	LV
36068610	STB: TRESSO TRADING 750 PTY LTD T/A Villa Fonte	TOU1	Ind	LV
36068613	STB: Munic - Electricity Offices	MUN3	Mun	LL
36068622	STB: BEXCO	IND1	Ind	LL
36068627	STB: MARCEL'S GOURMET (Frozen Yoghurt)	TOU1	Ind	MV
36068633	STB: Municipality - Welgelegen Pump	MUN3	Mun	LL
36068634	STB: Municipality - Welgelegen Pump	MUN3	Mun	LL
36068636	STB: Munic - Idas Valley Water Works	MUN3	Mun	LL
36068639	STB: Anglo African Estate (Meul)	TOU1	Ind	LV
36068640	STB: MARSH (PTY) LTD	IND1	Com	LL
36068641	STB: Dorothea Opleiding Sentrum	IND1	NPA	LL
36068648	STB: COVA DA IRIA TRUST (Old Mutual)	IND1	Com	LL
36068650	STB: ERF 13570 TECHNO PARK CC	IND1	Ind	LV
36068651	STB: Bergsig Furniture	IND1	Com	LL

36068653	STB: MERRIMAN BP SERVICE STATION CC	TOU1	Com	LV
36068659	STB: De Wagen Office Park (ITRON METERING SOLUTIONS SO	TOU1	Com	LV
36068663	STB: Selford Motors	TOU1	Com	LV
36068664	STB: COVA DA IRIA TRUST (Five Star Fisheries)	TOU1	Com	LV
36068675	STB: Storage RSA	IND1	Com	LL
36068677	STB: CP De Leeuw	IND1	Com	LL
36088284	STB: Shoprite Checkers (U Save)	TOU1	Com	LL
36088286	STB: Marleo Investments (PTY) LTD	IND1	Com	LL
36088289	STB: Munic - Idas Valley Sports Ground	SPO2	Spr	LL
36088291	STB: Municipality - Town Hall Kitchen	MUN3	Mun	LL
36088301	STB: Syngrowth Pty Ltd	TOU1	Ind	LV
36088303	STB: Municipality - Town Hall	MUN3	Mun	LL
36118945	STB: Udel	IND1	Com	LL
36118947	STB: Municipality - New Offices	MUN3	Mun	LV
36118948	STB: HORN EN DE KONING BELEGGINGS (PTY) LTD Nassau (Ko	IND1	Res	LL
36118949	STB: Municipality - Neetlinghuis	MUN3	Res	LV
36118950	STB: Dequeker Family Trust	TOU1	Res	LV
36118951	STB: First National Bank	IND1	Com	LL
36118956	STB: ABSA	TOU1	Res	LV
36118957	STB: Caltex Oil	IND1	Com	LL
36130887	STB: PEC METERING (Mea Casa)	TOU2	Ind	MV
36130897	STB: BODY CORPORATE 14 ON LOUW	IND1	Com	LL
36130911	STB: ALFRED DANIEL KONSTRUKSIE BK	TOU2	Com	LV
36130918	STB: ACVV Utopia	TOU1	Com	LL
36130921	FH : BONUSWORKS (PTY) LTD	IND1	Agr	LL
36130925	FH: Sound Props 1057 INV PTY LTD	TOU1	Com	LL
36130933	STB: UNIVERSITY OF STELLENBOSCH (Isinda 183)	IND1	Res	LL
36143921	STB: The Den Body Corp	IND1	Res	LL
36143922	STB: Winterland Properties	IND1	Com	LL
36143930	STB: Fidders (Tolmax Pty Ltd)	IND1	Com	LL
36143935	STB: Munic - Cloetesville Water Tower	MUN3	Mun	LL
36143942	STB: Gerhard Rupert Trust	IND1	Com	LL
36143943	STB: Bird Street Fisheries(Blazing Blizz Trading	TOU1	Com	LV
36143944	STB: Com Trust	IND1	Com	LL
36143945	STB: L-ABRI MANOR	IND1	Res	LL
36143947	STB: Britos Meat Centre	IND1	Com	LL
36143948	STB: MBV Trust	IND1	Com	LL
36143952	STB: ROYAL HOTEL RIVERSDALE CC	IND1	Com	LL
36143954	STB: Telkom (Arnold)	IND1	Com	LL
36143956	STB: ACVV	IND1	NPA	LL
36143959	STB: Municipality - Plein Street	MUN3	Com	LL
36143960	STB: Municipality - Blakes Drift Pump	MUN3	Mun	LL
36143963	STB: SIMONSRUS 6905 (PTY) LTD	IND1	Com	LL
36143967	STB: Munic - Cloetsville Library	MUN3	Mun	LL
36143971	STB: Stellenbosch Station	IND1	Com	LL
36143973	STB: Dept of Public Works (Banhoek)	IND1	Ind	LL
36143976	STB: Dequeker Family Trust Eden Estate	IND1	Ind	LL
36143978	STB: VELISARIOU EN RICHMOND (Rosenhof)	IND1	Ind	LL
36143988	STB: LANDBOUNAVORSINGSRAAD	IND1	Com	LL
36143992	STB: Rondebosch Restaurant	IND1	Com	LL
36143998	STB: Visser Family Trust	IND1	Com	LL
46030627	STB: MASSBUILD PTY LIMITED T/A BUILDERS WAR	IND1	Com	LV
46030633	FH: EC Haumann	TOU1	Agr	LL
46030647	STB: Afriland (Capital Place)	TOU2	Ind	MV
46030652	STB: DORPSTRAAT 98 REGSPERSOON	IND1	Com	LV
46030741	STB: ATTACQ RETAIL FUND (PTY) LTD+OTHERS	TOU2	Com	MV
46030749	STB: UNIVERSITY OF STELLENBOSCH (HIV Center)	TOU1	Com	LV
46030757	STB: Decameron Regsperson	IND1	Res	LV
46030763	STB: ATTSTEIN (PTY) LTD	IND1	Ind	LV
46030766	FH: Dolman Inv	IND1	Agr	LL
50094476	STB: CAMPUSKEY (PTY) LTD (Block A)	TOU1	Res	LL
50094490	STB: CAMPUSKEY (PTY) LTD (Block B)	TOU1	Res	LL
53069838	FH: Chamonix Kelder	TOU1	Ind	LV
53069846	FH: Tehuis vir Bejaardes	IND1	Res	LV
53069849	FH: FH Hoërskool	IND1	NPA	LL
53069855	STB: UNIVERSITY OF STELLENBOSCH (Simonsberg)	TOU2	Res	MV
53069856	FH: Mont Rochelle	TOU2	Agr	LV
53069858	STB: Cloetesville Primary	IND1	NPA	LL
53069859	STB: KP Harris	IND1	Com	LL
53069864	STB: LANGVERWAG BODY CORPORATE (Old Age Home)	IND1	Res	LV
53069866	STB: I.C.A Properties	IND1	Com	LV
53069869	FH: La Rochelle Koshuis	IND1	Res	LL
53069876	STB: Selford Prop Barloworld Automark	IND1	Com	LL
53069877	FH: Ricety Bridge	TOU1	Com	LV
53069878	FH: GREEN WILLOWS PROPERTIES 302 (PTY) LTD Pick n Pay	IND1	Com	LV
53069886	FH: La Garre (LA GARRE SHOPPING CENTRE PTY LTD)	TOU1	Com	LV
53069888	FH: GREEN WILLOWS PROPERTIES 302 (PTY) LTD Pick n Pay	IND1	Com	LL
53069889	STB: Paul Roos Gym Sports Grounds	IND1	Spr	LL
53085202	FH: Lermitage	TOU2	Res	LV
53126787	FH: Rusthof (CAPSTONE 1458 (PTY) LTD)	IND1	Ind	LV
53126846	FH: Tykana Properties Ltd Pty	IND1	Com	LL
53126847	FH: Chamonix Hoof Huis	IND1	Res	LL
53126848	STB: FAIRWEATHER TRUST	IND1	Com	LL
53126852	STB: Cell C Tower (ATC SA WIRELESS INFRASTRUCTURE (PTY)	IND1	Com	LL
53126853	FH: La Resedance 2(LA RES FRANSCHHOEK PTY LTD)	TOU1	Res	LL
53126854	STB: DC Meat Market	IND1	Com	LL
53126865	STB: Reutech Radar Systems	TOU1	Com	LV
53126866	STB: ATTACQ RETAIL FUND (PTY) LTD+OTHERS (Mill Square)	TOU1	Com	LV
53126867	FH: Chamonix Water 2	TOU1	Com	LL
53126874	STB: SUPERSTRIKE INVESTMENTS 121 (PROP) LTD (Isa Carsten	TOU1	Res	LV
53126876	FH: LEEU DASSSENBERG ESTATES (PTY) LTD	IND1	Agr	LV
53126877	FH: Chamonix Water 1	TOU1	Com	LL
53126884	FH: Langrug Reservoir	MUN3	Mun	LV
53126886	STB: UNIVERSITY OF STELLENBOSCH (Stias Research)	TOU1	Com	LV
53126887	FH: Full Sail - Alora (SOUTHERN SPIRIT PROPERTIES 166 (PTY)	TOU1	Com	LL
53126894	STB: Stellenbosch Golf Club (Strand)	TOU1	Spr	LV
53132142	STB: Stellenbosch Golf Club (Strand)	TOU1	Spr	MV
53132144	STB: CAMPUSKEY (PTY) LTD (Kiosk 2)	TOU1	Com	LL
53132145	STB: Le Cap Foods	TOU1	Com	LV
53132147	STB: ONTECH SYSTEMS (Friendly Food Emp)	TOU1	Com	LV
53132148	STB: ONTECH SYSTEMS (Friendly Food Emp)	TOU1	Com	MV
53132150	FH: La Grange(ANY NAME PROPERTY 5007 (PTY) LTD)	TOU1	Com	LV
53132151	FH: Chamonix Office	TOU1	Com	LL
53132152	STB: HDK PROJECTS 8 (PTY) LTD	IND1	Com	LL
53132153	STB: De Wet Centre	IND1	Com	LV
53132154	STB : COASTAL PROPERTY HOLDINGS CC	IND1	Com	LL
53132155	FH: LA PROVIDENCE FARM FRANSCHHOEK PTY LTD	TOU1	Agr	LL
53132157	STB: MEDICLINIC PROPERTIES (PTY) LTD	TOU1	Com	MV
53132158	STB: Shell South Africa LTD	TOU1	Com	LV
53132159	STB: Pleinstraat 43 Regspersoon	IND1	Com	LV
53132160	STB: Master Tyre	IND1	Com	LL
53132161	STB: REGSPERSOON PLANKENPARK VIER	TOU1	Com	LL
53132165	STB: Ink Studing Housing	IND1	Com	LL
53132166	FH : Seven Growers Proprietary LTD (Solar client)	IND1	Com	LV
53132167	STB: STELLENBOSCH ERFENIS TRUST	TOU1	Com	LV
53132168	STB: Sajoth Beleggings : Pizza Hut	IND1	Com	LL
53132169	FH : WOOLWORTHS (PTY)LTD	IND1	Com	LV
53132170	FH: GREEN WILLOWS PROPERTIES 302 (PTY LTD)	TOU1	Agr	LV
53132171	STB: Helderzicht	IND1	Com	LL
53132172	FH : Aralia Trading (PTY) LTD	IND1	Com	LV
53132173	STB: Municipality - Traffic Department	MUN3	Mun	LL
53132174	FH: KLEIN DASSENBERG ESTATES (PTY) LTD	IND1	Com	LL
53132175	STB: WORK GROOVE PTY LTD	IND1	Com	LL
53132176	STB: Thales Services Pty Ltd	IND1	Com	LV
53132178	STB: Municipality Water Plant	MUN3	Mun	LL
53132179	STB: MY SPACE (PTY) LTD	IND1	Com	LV
53132180	STB: UNIVERSITEIT VAN STELLENBOSCH (Biologie)	TOU2	Com	MV
53132181	STB: Campuskey Pty Ltd	TOU1	Res	LV
53132182	STB: Departement van Openbare Werke	IND2	Ind	LV
53132183	STB: Departement van Openbare Werke	IND2	Ind	MV
53132184	STB: TFD	IND1	Com	LL
53132185	STB: Munisipaal Uitvalwerke	MUN3	Mun	MV
53132186	STB: EMSS Antennas	IND1	Com	LL
53132187	STB: One Vision Investments (Vin Lab)	IND1	Com	LV
53132188	STB: Octofin Medical Stellenbosch	TOU1	Com	LV
53132190	FH: NATIONAL DEPARTMENT OF PUBLIC WORKS (Meerlust E	TOU1	Com	LV
53132191	JDAL : Johannesdal Pty Ltd	IND1	Com	LL
53132198	STB: Stellenbosch Academy of Design	IND1	Com	LV
53132199	STB: Rupert Museum 2	IND1	Com	LV
53132199	STB: Rupert Museum 2	IND1	Com	LV
53132209	FH: Celebase Pty LTD	TOU1	Com	LV
53132209	FH: Celebase Pty LTD	TOU1	Com	LV
53132210	FH: Celebase Pty LTD	TOU1	Com	MV
53132217	STB: Cova Da Iria Fantastic Food Court	TOU1	Com	LV
53132218	STB: BUNDORAN BEACH (PTY) LTD	IND1	Com	LL
53132219	STB: Stellenbosch Primary School	IND1	NPA	LL
53132232	STB: SUPERGROUP TRADING PTY LTD	TOU1	Com	LL
53132234	STB: Stellenbosch Fine Wines	TOU1	Com	LV
53132236	STB: Nooitgedacht Flats C(Gen Lights) (TRADE-OFF 33 (PTY)	IND1	Com	LL
53132239	STB: Bergzicht Restaurant (BERGZICHT MOTORS (PTY) LTD)	IND1	Com	LL
53132240	STB: Munic - Irrigation Pump Station	MUN3	Mun	LL
53134123	STB: Cova Da Iria Five Star Laundry	TOU1	Com	LL
54064339	STB : KRIGESTRAAT 12 (PTY) LTD0	TOU1	Com	LL
54064342	STB: The Niche Body Corporate	TOU1	Res	LL
54064345	STB : Hebrew Synagogue	TOU1	NPA	LL
54064346	STB : CANON CAVE PROPERTY PTY LTD	IND1	Res	LL
54064348	FH : PICKWICK TRADING PTY LTD	IND1	Ind	LV
54064353	STB : Mias Van Der Westhuyzen Familie Trust	IND1	Com	LV
62030829	STB: Janine Rossouw Familie Trust	IND1	Com	LL
62030833	STB: BERTIES MOORINGS INVESTMENT T/A THE FAT BUTCHER	TOU1	Com	LL
62030840	STB: LANDBOUNAVORSINGSRAAD (TV Tower Pump Station)	IND1	Ind	LL
62030855	STB: Atoll Property Services	IND1	Com	LL
62030858	FH : Boutique Hotel - (SOUTHERN SPIRIT PROPERTIES 166 (P	IND1	Com	LL
62036339	STB: DEPT VAN OPENBARE WERKE	IND1	Ind	LL
62039623	STB: Stellenbosch College	TOU1	Com	LV
62040940	FH: FH Vrugte Verpakkers	TOU2	Ind	MV
73042066	FH: FH Wingerd	IND1	Agr	MV
73054908	STB: Millennia Park	IND1	Com	LV
8440011	FH : DELTA VALLEY FARMS (PTY) LTD -(Vark plaas)	TOU1	Agr	LL
96088570	STB: La Gratitude Phase 2	TOU1	Com	LV
96088571	STB: BANGHOEK BEHEERLIGGAAM	IND1	Res	LL
96088572	STB: SCARLET IBIS INVESTMENTS 70 (PTY) LTD (Merriman Loc	TOU1	Com	LV
96088573	STB: Usentra Pty LTD	TOU1	Com	LV
96408792	STB: Dennis de Wet Family Trust	IND1	Res	LL
96408794	STB: ANTIC REALTY STELLENBOSCH (PTY) LTD	IND1	Com	LL
96408795	STB: UNIVERSITEIT VAN STELLENBOSCH (Uni Electronica) (Bo	IND1	Com	LL
96408796	STB: Stellenbosch Panelbeaters	TOU1	Com	LL
96408807	STB: EIKENFORT (EDMS) BPK (Stellenbosch Sports Institute)	TOU1	Com	LV
96408808	STB: Parmalat (Stoffel Smit)	TOU1	Com	LV
96408809	STB: Mobile Tel Network MTN Tower	IND1	Com	LL
96408810	STB: Barloworld	TOU1	Com	LV
99632958	STB: ATTACQ RETAIL FUND (PTY) LTD	TOU1	Com	LV
99799825	STB: Nooitgedacht Building A -(CITOSOLVE INVESTMENTS (P	IND1	Com	LL

Figure 9 shows the normalised (average demand 1 kVA) ½ hourly kVA values (Y-axis) for the average week (7 day ½ hours per week = x-axis) for each of the representative load profiles.

Figure 9



It is important to note that the annual representative load profiles and not the week average, are used for the simulations. These profiles are then used to simulate the load profiles at each of the representative networks.

10.1. Network profiles.

To be able to calculate the load on a particular network one firstly has to calculate the profile at every infeed point on the network. This is calculated by:

- Multiplying the total load for every representative load profile being fed in at that point with the representative load profile ratio to establish the total load of every profile.
- The values for every representative profile are then added together.

The next step is to calculate the loads going through every network component.

- Calculate the load being taken at the infeed point of every network by adding the losses to the load being taken from the outgoing side of that network.
- Calculate the load through each individual network by adding the load infeed at the outgoing side of that network to the load going through the next network.
- This is an integrated process starting with the last points on the networks from where loads are taken and working upwards towards the main supply point to the distributor.
- This should be done for every half hour of the year, yielding an annual half hourly profile going through every network.

The result is an annual profile at N2 (the Bulk supply point).

10.2. Profile re-conciliation.

It is essential that an assessment be made of the accuracy of the representative load profiles used. This is done by:

- calculating the annual load profile from the LV network up to HV network:
- multiplying consumption at each point on the network times the per unit representative load profile at that point.
- adding up from the LV network up to the highest voltage network including losses at each point up calculations
- and comparing that with the annual purchase load profile.

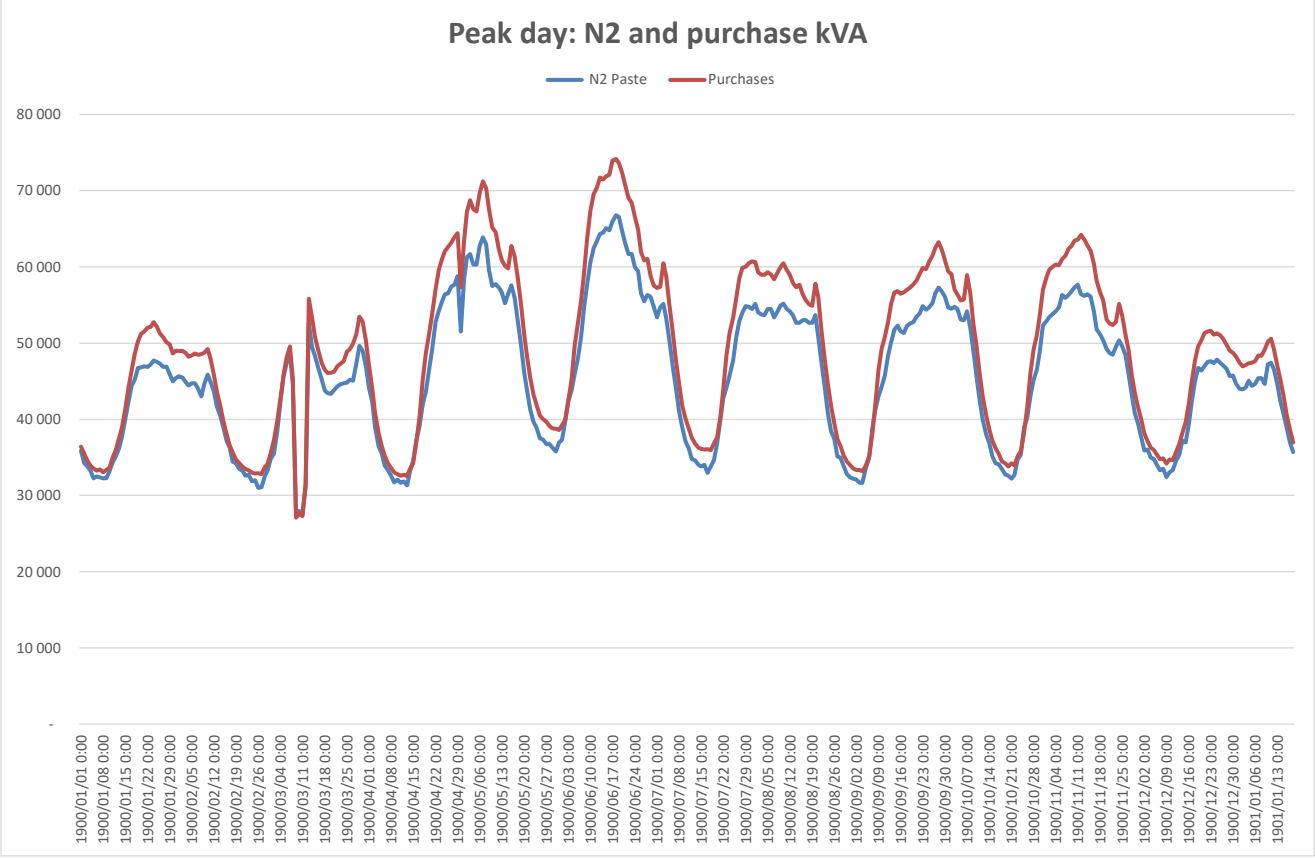
Table 27 below shows the maximum demand with date and time for the actual purchase profile and the N2 profile. The maximum demand occurs within ½ hour of each other but differ by 4 months. The actual maximum differs by about 6%.

Table 27

N2 Max	N2 Max date	N2 Max
71 827.91	2022/06/14 12:00	71 827.91
∑ kVA at Peak	∑ Own Max	Max
72 068.74	93 243.15	
		1
Purchase Max	Max date	
74 181.02	2022/02/15 12:30	74181.02
∑ kVA at Peak	∑ Own Max	
69 787.67	103 071.34	

Figure 10 shows the ½ hourly kVA profile of the peak week for purchase Vs N2. It shows a very good correlation in terms of the peak and hour and day of the week.

Figure 10



This concludes the analysis of load profiles. The various network profiles will thus be used to determine the capacity on each of the networks. These results will be used later on specifically as basis for the kVA units per network.

10.3. Representative Profile Quantities.

The TOU quantities for each of the representative load profiles were then calculated. The per unit representative load profile quantities for the year are then multiplied by the total kWh for each representative load profile. The results are shown in Table 28:

The process followed in the model can be described briefly as follows:

- The ½ hourly kWh and kvarh per unit figures as calculated for each annual profile from above is used as starting point. The per unit value means that each actual half hourly value is divided by the total number of half hours in a year (365 days x 24 hours = 8760).
- In other words, if the total number of kWh used by this profile of customers are multiplied by the per unit values and then again divided by 8760, the full picture for this profile is obtained.
- For each profile the kVA values are then calculated. This is done by calculating the square rout of the 1/2 hourly kWh and kvarh and multiplying by 2.
- For each half hour the excess kvarh are then calculated by obtaining the amount of kvarh exceeding the kvarh associated with the kW peak for than ½ hour with a power factor of 0.85.
- The ½ hourly kWh, kvarh and kVA figures are then sorted and summed by:
    - For each month.
    - Season: High and Low.
    - TOU period: Peak, Standard and Off-peak.
    - Excess kvarh during peak and standard periods only.
- The sum of the maximum demands incurred during each month is then calculated as well as the highest maximum demand during the whole year.
- From these the Annual Load Factor (LF) and Excess kvarh % of total kWh are calculated.
- These values are then calculated for each profile.

Table 28

REP PROFILE QUANTITIES	TOTAL					HIGH SEASON			LOW SEASON			Annual		
YEAR	ENERGY	MAX DEMAND	MAX DEMAND	MAX DEMAND P&S	kVA LOAD FACTOR	P	S	O	P	S	O	Annual Max	Annual lf	Reactive
PROFILE	kWh (for)	kW	kVA	kVA	%	kWh (for	kWh (for	kWh (for	kWh (for	kWh (for	kWh (for	kVA	%	Excess kvarh
aMVatHV	-	-	-	-	0.14%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	0%	0.00%
bLPUMV	131 895 003	275 652.35	280 874.60	280 874.60	65.85%	3.8%	9.9%	9.6%	12.7%	31.9%	32.1%	27 878	54%	0.038%
cLPULV	69 833 353	163 923.86	168 966.14	168 966.14	59.19%	3.9%	10.9%	9.6%	12.6%	32.9%	30.0%	17 757	45%	0.112%
dMunicS	13 783 673	26 076.95	27 212.37	27 212.37	70.97%	3.7%	10.1%	11.7%	10.9%	29.0%	34.7%	2 582	61%	0.19%
eAgricu	2 051 143	4 206.71	4 487.61	4 487.61	64.24%	3.6%	9.3%	9.2%	12.3%	31.9%	33.8%	490	48%	3.52%
fCommer	24 345 241	77 674.06	79 678.69	79 678.69	45.44%	4.0%	11.3%	9.7%	12.4%	33.0%	29.7%	11 989	23%	1.63%
gReside	59 853 092	140 266.56	143 471.31	143 471.31	59.41%	4.5%	12.5%	11.9%	12.1%	29.2%	29.7%	15 217	45%	0.00%
hNPAsss	27 835	80.50	82.65	82.65	45.31%	4.3%	11.1%	9.7%	13.6%	32.2%	29.1%	8	38%	0.64%
iSports	452 374	1 204.99	1 250.61	1 250.61	54.89%	4.3%	10.8%	11.4%	12.3%	30.3%	30.9%	130	40%	0.98%
jDomRDP	79 241 044	226 772.67	230 280.43	230 029.91	46.82%	5.6%	12.6%	11.7%	12.2%	28.0%	30.0%	24 265	37%	2.25%
kSSEGIm	4 933 498	13 350.28	13 742.31	13 742.31	48.91%	4.6%	8.9%	10.7%	13.1%	25.5%	37.1%	1 478	38%	3.03%
lSSEGEx	(1 056 350)	-0.01	11 887.97	10 787.39	-10.86%	0.2%	9.7%	6.6%	5.5%	49.9%	28.1%	1 277	-9%	-12.33%
mLights	3 431 799	10 248.00	12 509.28	12 509.28	40.42%	1.2%	5.2%	20.4%	3.0%	11.3%	58.8%	1 042	38%	5.72%

The following should be noted in this respect:

- The average Load factor refers to the total kWh per year divided by the sum of the monthly maximum demand in the year times the total hours in the year. (Total kWh for year) ÷ (Sum 12 kVA maximum demands x hours in year).
- The Annual LF refers to the total kWh per year divided by the highest maximum demand in the year times 12 times the total hours in the year. (Total kWh for year) ÷ (Highest maximum demand in year x 12 x hours in year).

- The % values in each of the TOU periods refer to the % of consumption relative to the total consumption.
- The reactive energy refers to the kvarh as calculated in the Eskom Megaflex tariff. (Sum of: kvarh – 30% of kWh for each ½ hour in peak and standard periods).

This data will be used to calculate the load demands of each profile and the kWh's used in the different time periods.

10.4. Network Profile Quantities.

The network profiles calculated above are now further processed. The maximum demand and TOU ratios are required for further analyses and the results obtained are shown in Table 29.

Table 29

NETWORK QUANTITIES	YEAR TOTAL						HIGH SEASON			LOW SEASON			YEAR TOTAL	
BILLING CYCLE	P&S	ENERGY	MAX DEMAND	MAX DEMAND	MAX DEMAND P&S	Monthly KVA LOAD FACTOR	P	S	O	P	S	O	Max	kVA Load factor
MONTH	kvarh	kWh (FOR)	kW	kVA	kVA	%	kWh (FOR	kWh (FOR	kWh (FOR	kWh (FOR	kWh (FOR	kWh (FO	kVA	LF
Purchases	10 761	392 350 191	819 217.01	824 635.90	824 635.90	66.69%	4%	12%	11%	12%	31%	30%	74 181	60.38%
N2	322 852	388 791 705	776 109.76	794 688.34	794 688.34	66.60%	4%	11%	11%	12%	31%	31%	71 828	61.79%
Total N3	322 852	388 791 705	776 109.76	794 688.34	794 688.34	66.60%	4%	11%	11%	12%	31%	31%	71 828	61.79%
Total N4	320 208	385 608 135	769 754.69	788 181.14	788 181.14	66.60%	4%	11%	11%	12%	31%	31%	71 240	61.79%
Total N5	897 569	251 334 782	515 793.11	528 460.98	528 160.33	65.42%	5%	12%	11%	12%	30%	31%	49 162	58.36%
Total N6	988 827	180 040 531	398 001.63	405 727.20	405 503.27	61.38%	5%	12%	12%	12%	29%	31%	39 995	51.39%

These values have the same meaning as in Table 28.

These values will be used to calculate the peak demands at every point on the network and thus to calculate the per unit R/kVA for each network.

11. RINGFENCING.

Before one can calculate the revenue requirement, a ringfencing study needs to be completed to determine the true costs and revenues and specifically overheads that should be charged to Electricity by the municipality. This means that the trial balance of the municipality and the NERSA D-form figures will be different due to a proper ringfencing process being followed.

Because it is best to do cost functionalization as early as possible in the process, it is done as part of the ringfencing study. In other words, the costs within electricity are identified and then costs are allocated from the various support functions in the municipality towards each of the various functions in electricity.

11.1. Key focus areas

There are a host of practices that affect the accuracy of the cost and revenue of current LG electricity distributors. The following ones will take the key attention:

The focus will firstly be on the larger items and thus the 20% of items that have 80% of the impact.

Services being supplied by Electricity to the rest of the LG where no charge is levied to cover the cost of supplying such service. The services involved here include the following: Electrical maintenance of LG facilities such as water works, sewerage works, buildings, houses etc.

Electricity equipment and other resources being used by the rest of the LG with no charge. This typically includes the following: Heavy vehicles, large machinery, meter readers etc.

Public lighting including streetlights, high mast lights, robots, parking lot lights, etc. This service is considered a LG service and not part of electricity supply although the service is provided by Electricity.

Electricity for own use by LG. Many municipalities have a different set of tariffs for the supply of electricity for use by its own facilities, such as municipal buildings, stores, sewerage supplies, water pumping and

sometimes also for staff. If these tariffs are not cost reflective it has the effect of distorting the true electricity supply cost/revenue and thus surplus. In some cases, an overcharge is made to the LG in the tariff and in other cases an undercharge.

Services provided to Electricity by the LG. Typical services include the following: Meter reading and billing, revenue collection, general accounting and administration, telephones, stores, etc. The extent to which this is done, differs significantly between various distributors. The big problem here is the extent of allocation of these costs made to the electricity department:

- Administration and overheads are allocated in terms of turnover instead of more realistic allocation factors, such as the number of staff, the own costs, area of office space etc. The problem with this is that the purchase cost of electricity is close to 70% of the revenue and the tax (surplus) being levied by the LG on electricity makes up a further approximately 20%. This method overstates the true share of the cost by the electricity department by more than 50%.
- Metering and billing costs should typically be allocated according to the share of the cost of the billing system with the number of transactions or actual processing time. Where the revenue is used as a basis, a misallocation is again made.
- A wide range of other methods are being used to allocate the other costs. There are internationally accepted methods that should be used to allocate the costs to ensure a fair burden on the electricity department.

Funding of capital expenditure. Assets in municipalities are mainly funded directly from profits / retained income and various grants received by the municipality. Some assets are still funded from external loans. The capital expenditure does not form part of the income statement, except in subsequent years when it appears as depreciation.

Government Grant funding. A large portion of LG income is from Government Grants. These are used to subsidise charges to residents but also to fund operating and capital costs. This distorts the normal profitability of departments and complicates the fair allocation of costs and revenues. Proposals will however be made in this respect.

There are a host of practices that affect the accuracy of the cost and revenue of current LG electricity distributors. The focus will firstly be on the larger items and thus the 20% of items that have 80% of the impact. It is one matter to develop a generic methodology to be applied. Things are always different because of the following:

- The way the municipality operates and is structured.
- The availability of data in the required format / level of detail.
- The need to focus on big values that have a significant impact.

11.2. Methodology applied

The process starts with an analysis of the Total Municipal Trial Balance for the completed financial year. These are the figures that are used as the basis for the compilation of the Annual Financial statements.

In analysing the Stellenbosch data the following key steps were followed to achieve accurate ringfencing:

- The data was ordered as follows:
  - The head office, support and administrative functions. These are not considered primary service delivery but act as support to the various line functions and as such the line departments should cover their costs.
  - Community services, the economic/trading services. These are considered the primary service delivery to the community and need to carry all costs of the overheads and service departments.
- The various sub-departments and cost categories are grouped to make viewing practical.
- The various accounts are also grouped to a level that still allows a good understanding of what the exact transactions are which may require adjustment / re-allcation.

This process is illustrated graphically in **Figure 11** below.

Figure 11

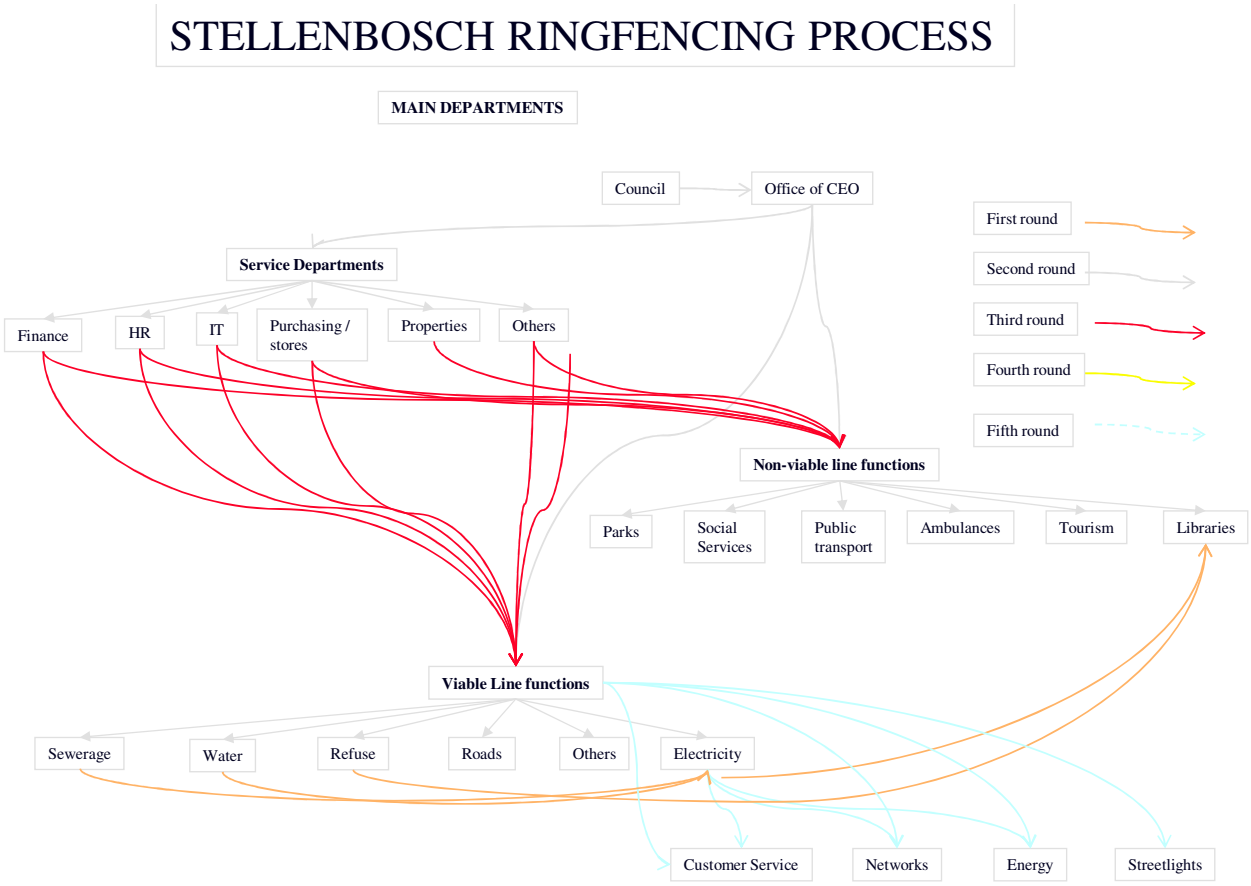


Table 30 shows the trial balance per group before any adjustments.

Table 30

Sum of Actual Balance inc Shadow														
	Office of the Municipal Manager Total	Strategic And Corporate Services Total	PLANNING AND DEVELOPMENT Total	Financial Services Total	Community And Protection Services Total	Infrastructure Services Services And Project Management Total	ENGINEERING SERVICES	Refuse Removal Total	Roads and traiff Total	Sewerage Network Total	Water Network Total	ELECTRICAL ENGINEERING SERVICES Total	Infrastructure Services Total	Grand Total
Row Labels														
Assets	- 924 884	17 688 761	- 226 090 563	7 675 252 728	- 44 048 040	27 938 681	1 649 947	- 4 135 055	56 899 810	41 225 161	2 815 610	- 9 834 117	113 260 143	7 535 125 386
Expenditure	21 519 886	181 963 760	87 386 981	166 195 323	297 231 339	21 307 152	39 449 100	124 514 939	108 461 638	126 504 711	158 661 255	627 111 838	1 206 010 634	1 960 349 792
Bad Debts Written Off			395 817	626 435	79 831 030			426 880	-	424 045	2 907 507	373 182	4 131 614	84 984 896
Bulk Purchases					-			-	-			528 011 715	528 011 715	528 011 715
Contracted Services	745 781	9 890 448	8 459 780	34 754 425	24 366 767	13 021 971	3 280 663	65 103 592	22 425 152	10 200 748	3 515 145	12 169 342	129 716 613	207 933 813
Consultants and Professional Services	391 064	5 233 172	3 450 541	4 457 580	226	13 021 971		-	-	517 253	557 152	-	14 096 376	27 628 958
Business and Advisory	391 064	235 096	3 127 760	4 436 742	226	13 021 971		-	-		8 646	-	13 030 617	21 221 504
Infrastructure and Planning		-	-		-			-	-			-	-	-
Laboratory Services					-			-	-	517 253	548 506	-	1 065 759	1 065 759
Legal Cost		4 998 076	322 781	20 838	-			-	-			-	-	5 341 695
Contractors	74 529	3 850 223	2 477 503	3 718 685	12 545 934		-	17 906 971	18 131 848	8 840 665	2 957 993	12 169 342	60 006 818	82 673 692
Artists and Performers					-			-	-			-	-	-
Bore Waterhole Drilling					-			-	-			-	-	-
Catering Services	402	88 643	- 10 843	2 550	11 761			-	-			-	-	92 513
Employee Wellness		4 466			4 823			-	-			-	-	9 289
Event Promoters			-		-			-	-			-	-	-
Forestry					4 646 921			-	-			-	-	4 646 921
Gardening Services		260 985	-		199 396			-	-			-	-	460 381
Graphic Designers	56 330				-			-	-			-	-	56 330
Interior Decorator		26 524			-			-	-			-	-	26 524
Maintenance of Buildings and Facilities		3 213 964	664 375		2 695 006			255 689	-			-	255 689	6 829 034
Maintenance of Equipment	-	25 587	-	625 975	225 265			85 537	6 488	1 470 756	157 108	66 654	1 786 543	2 663 370
Maintenance of Unspecified Assets	1 947	139 451	145 081	1 067 409	3 734 819		-	11 402 567	18 125 359	3 946 764	2 793 084	5 427 769	41 695 542	46 784 250
Management of Informal Settlements			1 645 862		-			-	-			-	-	1 645 862
Medical Services		19 652			-			-	-			-	-	19 652
Pest Control and Fumigation		70 951	2 078		90			-	-			-	-	73 118
Plants, Flowers and Other Decorations					397 023			-	-			-	-	397 023
Prepaid Electricity Vendors					-			-	-			6 674 919	6 674 919	6 674 919
Preservation/Restoration/Dismantling/Cleaning Services					566 917			-	-			-	-	566 917
Sewerage Services					-			6 163 179	-	-		-	6 163 179	6 163 179
Stage and Sound Crew	15 850		30 950	5 000	-			-	-			-	-	51 800
Tracing Agents and Debt Collectors				2 007 251	-			-	-			-	-	2 007 251
Transportation				10 500	63 913			-	-	3 423 146	7 802	-	3 430 947	3 505 361
Outsourced Services	280 188	807 053	2 531 736	26 578 160	11 820 608		3 280 663	47 196 621	4 293 304	842 830	-	-	55 613 419	97 631 163
Default				72 183	-		28 963 725	2 490 139	-	1 941 363	4 976 159	-	38 371 386	38 443 569
Depreciation and Amortisation	318 832	21 467 683	3 692 307	9 720 550	18 408 108		882 329	5 272 062	45 776 972	34 712 920	35 425 952	35 345 335	157 415 571	211 023 050
Amortisation	15 971	-	28 624	-	-		217 368	-	992 550		234 971	6 938	1 451 827	1 496 422
Intangible Assets	15 971	-	28 624	-	-		217 368	-	992 550		234 971	6 938	1 451 827	1 496 422
Depreciation	302 861	21 467 683	3 663 683	9 720 550	18 408 108		664 961	5 272 062	44 784 422	34 712 920	35 190 981	35 338 397	155 963 744	209 526 628
Electrical Infrastructure		114 717	112 776	6 631	4 490 268		384 395	-	133 156	1 034	636	29 262 197	29 781 418	34 505 810
Capital Spares					11 534			-	1 069		2	508 106	509 177	520 711
HV Substations					-			-	-			261 130	261 130	261 130
LV Networks					856 365			-	132 087	1 034		10 248 201	10 381 322	11 237 687
MV Switching Stations					-			-	-			6 773 100	6 773 100	6 773 100
Power Plants		114 717	112 776	6 631	3 622 369		384 395	-	-		634	11 471 660	11 856 689	15 713 182
Furniture and Office Equipment	32 953	616 151	294 697	2 096 884	793 707		42 532	104 977	53 537	78 626	29 618	147 936	457 226	4 291 618
Information and Communication Infrastructu	1 431	116 110	37 031	5 930	40 269		3 713	1 307	1 090	783	712	176 005	183 610	384 381
Investment Property		237 297			14 587			-	-			-	-	251 884
Machinery and Equipment	122 432	115 006	89 951	1 701 656	1 834 968		90 538	290 725	307 090	255 451	1 230 579	336 095	2 510 478	6 374 491
Other Assets		3 468 831	1 608 777	2 417 426	2 920 307		185	222 916	395 341	59 330	554 267	505 531	1 737 570	12 152 911
Roads Infrastructure	43 484	215 043	410 213	1 446 668	1 856 357		67 809	50 233	40 463 449	20	1 621 832	562 285	42 765 628	46 737 393
Sanitation Infrastructure		1 087	74 305		865 384			92 091	167 853	31 761 010	614 572	-	32 635 526	33 576 302
Solid Waste Infrastructure					81 126		73 206	2 492 799	10 727			-	2 576 732	2 657 858
Storm water Infrastructure			7 974		43 918			78 202	1 002		486 964	-	566 168	618 060
Transport Assets		281 172	164 102	479 444	2 179 447		1 010	1 870 160	728 895	159 173	1 894 679	1 682 532	6 336 449	9 440 614
Water Supply Infrastructure		10 750 213	291 292		635 637			43 668	2 080 463	2 386 775	28 691 609	2 590 893	35 793 408	47 470 551
Employee Related Cost	14 546 931	69 510 689	60 118 435	86 342 209	141 704 434	8 195 176	6 114 786	17 550 252	33 818 278	37 300 652	44 981 601	30 486 080	178 446 824	550 719 140
Salaries, Wages and Allowances	10 342 170	37 572 689	48 616 263	68 748 600	116 123 243	6 918 588	3 768 968	14 777 567	29 711 853	31 241 984	38 455 953	25 366 167	150 241 080	431 693 663
Interest, Dividends and Rent on Land		-		- 83 159	-			9 904 812	-	22 178 945	7 104 803	5 226 963	44 415 523	44 332 364
Interest Paid		-		- 83 159	-			9 904 812	-	22 178 945	7 104 803	5 226 963	44 415 523	44 332 364
Borrowings					-			-	-	22 178 945	7 104 803	5 226 963	34 510 710	34 510 710
Discounting of Financial Instruments				- 922 251	-			-	-			-	-	- 922 251
Interest costs non-current Provisions					-			9 904 812	-			-	9 904 812	9 904 812
Long Service Awards		-		-	-			-	-			-	-	-
Transfers and Subsidies Payable				839 092	-			-	-			-	-	839 092
Inventory Consumed	59 132	2 574 348	1 309 279	1 977 828	9 676 053	36 149	71 029	6 194 968	4 306 755	8 600 529	37 276 409	3 804 693	60 290 534	75 887 066
Consumables	59 132	2 063 974	898 515	1 591 686	5 832 831	36 149	62 314	4 527 531	321 136	5 313 630	1 299 359	1 439 515	12 999 635	23 445 664
Housing Stock				345 000	-			-	-			-	-	345 000
Materials and Supplies	-	510 374	410 765	41 141	3 843 222		8 716	1 667 437	3 985 619	3 286 899	4 559 376	2 365 178	15 873 225	20 678 727
Water					-			-	-		31 417 674	-	31 417 674	31 417 674
Operating Leases	133 766	11 655 061	852 976	875 203	1 473 525			-	-			-	-	14 990 530
Operational Cost	5 715 445	46 311 586	1 169 205	30 673 649	21 771 422	53 857	136 568	17 572 234	2 134 481	11 145 508	22 473 679	11 694 528	65 210 855	170 844 520
Achievements and Awards				6 000	6 439			-	-			-	-	12 439
Advertising, Publicity and Marketing	319 041	409 395	241 433	233 165	90 755		50 446	71 732	-			100 071	222 249	1 516 037
Assets less than the Capitalisation Threshold	2 115	103 348	72 039	20 243	86 179		720	-	32 775	83 372	24 226	21 732	162 824	446 748
Bank Charges, Facility and Card Fees				1 578 109	-			-	-			-	-	1 578 109
Bargaining Council		4 301 799			-			-	-			-	-	4 301 799
Bursaries (Employees)		514 009			-			-	-			-	-	514 009
Cleaning Services	184		1 274	818	-			-	-			-	-	2 276
Commission				2 419 679	-			-	-			-	-	2 419 679
Communication		6 224 845	5 196	4 129 888	192 092		8 784	-	-	-	5 350	-	14 134	10 566 155
Contribution to Provisions				5 637 244	15 626 017			11 653 521	-	3 941 998	18 730 703	2 409 429	36 735 651	57 998 912
Deeds		-			-			-	-			-	-	-
Entertainment		40 398	6 792	-	-			-	7 624	-	7 641	1 856	13 408	52 957
External Audit Fees	5 193 706	220 179			-			-	-			-	-	5 413 884
External Computer Service		24 047 749			-	-		-	-			-	-	24 047 749
Full Time Union Representative		55 940			-			-	-			-	-	55 940
Hire Charges	-	397 056	3 100	-	822 399	-	-	4 145 308	98 174	297 146	332 076	114 734	4 987 438	6 209 993
Honoraria (Voluntarily Workers)		-	35 500		-			-	-			-	-	35 500
Indigent Relief					-			-	-			6 134 237	6 134 237	6 134 237
Insurance Underwriting		1 000 000		5 393 368	-			-	-			-	-	6 393 368
Learnerships and Internships		141 346			-			-	-			-	-	141 346
Licences	492	4 500	14 295	37 187	219 585	492		685 946	110 928	251 071	130 729	186 087	1 365 252	1 641 311
Management Fee				8 477 800	1 300 679			-	-			-	-	9 778 479
Municipal Services		256 945	-		735 631			176 088	36 053	6 055 303	1 882 637	2 358 801	10 508 883	11 501 459
Office Decorations	300	34 403	1 800	480	-			-	-			-	-	36 983
Printing, Publications and Books	20 154	81 890	9 908	369 114	31 585	9 838	870	-	-		870	870	12 447	525 098
Professional Bodies, Membership and Subscrip	17 120	-	10 501	13 800	71 538	16 698	8 654	-	-	4 790	24 675	18 692	73 509	186 468
Registration Fees		2 085 134	15 728	21 217	34 261	-	38 245	-	-	-	-	-	38 245	2 194 585
Resettlement Cost		26 043			-			-	-			-	-	26 043
Rewards Incentives				-	-			-	-			-	-	-
Road Worthy Test				-	404			-	-			-	-	404
Samples and Specimens			1 698		-			340 814	-		824 910	-	1 165 724	1 167 422
Search Fees			46 790		-			-	-			-	-	46 790
Servitudes and Land Surveys				-	-		-	-	-		-	-	-	-
Signage			1 800		-			-	-			-	-	1 800
Skills Development Fund Levy	161 474	4 522 865			138			-	-			-	-	4 684 477
Storage of Files (Archiving)			1 698		54 949			-	-			-	-	56 647
Supplier Development Programme			530 650		-			-	-			-	-	530 650
System Access and Information Fees				45 500	2 265			-	-			-	-	47 765
Travel and Subsistence	639	5 180	30 044	17 596	32 070		15 217	5 697	15 151		- 43 398	5 085	- 2 248	83 281
Uniform and Protective Clothing	221	87 255	138 960	1 507 743	2 464 437	22 089	258	493 127	1 833 777	511 827	553 260	346 647	3 760 985	7 959 601
Vehicle Tracking				663 982	-			-	-			-	-	663 982
Workmen's Compensation Fund		1 747 058		100 714	-			-	-			-	-	1 847 772
Remuneration of Councillors		19 815 249			-			-	-			-	-	19 815 249
Surplus / Deficit				-	-			-	-			-	-	-
Transfer to Accumulated Surplus				-	-			-	-			-	-	-
Transfers and Subsidies		738 696	11 389 184	1 236 000	-			-	-			-	-	13 363 880
Operational		738 696	11 389 184	1 236 000	-			-	-			-	-	13 363 880
Monetary Allocations		738 696	11 389 184	1 236 000	-			-	-			-	-	13 363 880
Gains and Losses		25 781	992	120 521	42 509			1 670	-	2 723 534	-	-	2 725 205	2 915 007
Disposal of Fixed and Intangible Assets		25 781	992	4 662	42 509			1 670	-	662		-	2 332	76 276
Impairment Loss					-			-	-	2 722 872	-	-	2 722 872	2 722 872
Inventory				115 859	-			-	-			-	-	115 859
Decrease in net-realisable Value				510 340	-			-	-			-	-	510 340
Increase to net-realisable Value				- 394 481	-			-	-			-	-	- 394 481
Liabilities	10 035 396	65 742 431	21 093 613	- 3 643 544 181	67 223 740	73 937 754	2 249 143	72 755 103	173 673 721	211 514 693	139 315 571	776 547 088	1 449 993 073	- 2 029 503 708

Sum of Actual Balance inc Shadow														
	Office of the Municipal Manager Total	Strategic And Corporate Services Total	PLANNING AND DEVELOPMENT Total	Financial Services Total	Community And Protection Services Total	Infrastructure Services							Infrastructure Services Total	Grand Total
						Services And Project Management Total	ENGINEERING SERVICES	Refuse Removal Total	Roads and traiff Total	Sewerage Network Total	Water Network Total	ELECTRICAL ENGINEERING SERVICES Total		
Row Labels														
Revenue	-	- 5 786 791	- 25 576 091	- 512 888 470	- 166 823 557	- 40 557 250	- 34 804 632	- 126 522 534	- 58 809 029	- 135 893 673	- 164 494 054	- 794 576 260	- 1 355 657 432	- 2 066 732 341
Default					-		- 34 657 992	- 29 321	-	- 5 041	- 3 751 214	-	- 38 443 569	- 38 443 569
Exchange Revenue		- 5 207 486	- 21 573 460	- 22 381 398	- 23 107 462	- 5 357 849	-	- 87 468 507	- 12 365 430	- 106 209 590	- 160 242 839	- 748 259 085	- 1 119 903 301	- 1 192 173 107
Agency Services					- 3 019 961			-	-			-	-	- 3 019 961
Interest, Dividend and Rent on Land				- 19 439 577	-			- 1 584 304	-	- 1 400 356	- 5 289 670	- 1 484 989	- 9 759 319	- 29 198 896
Interest				- 19 439 577	-			- 1 584 304	-	- 1 400 356	- 5 289 670	- 1 484 989	- 9 759 319	- 29 198 896
Current and Non-current Assets				- 18 755 045	-			-	-		- 15 296	-	- 15 296	- 18 770 341
Bank Accounts				- 2 318 032	-			-	-			-	-	- 2 318 032
Financial Assets					-			-	-		- 15 296	-	- 15 296	- 15 296
Short Term Investments and Call Accounts				- 16 437 013	-			-	-			-	-	- 16 437 013
Receivables				- 684 532	-			- 1 584 304	-	- 1 400 356	- 5 274 374	- 1 484 989	- 9 744 023	- 10 428 555
Electricity					-			-	-			- 1 484 989	- 1 484 989	- 1 484 989
Service Charges				- 684 532	-			-	-			-	-	- 684 532
Waste Management					-			- 1 584 304	-			-	- 1 584 304	- 1 584 304
Waste Water Management					-			-	-	- 1 400 356		-	- 1 400 356	- 1 400 356
Water					-			-	-		- 5 274 374	-	- 5 274 374	- 5 274 374
Licences or Permits		- 539	- 100 896	- 137 294	- 7 570 713			-	-			-	-	- 7 809 442
Market Porters		- 539	- 100 374		-			-	-			-	-	- 100 913
Road and Transport				- 137 294	- 7 570 713			-	-			-	-	- 7 708 007
Trading			- 522		-			-	-			-	-	- 522
Operational Revenue		- 809 580	- 200 637	- 3 887 101	- 106 929	- 5 070 003	-	-	- 67 309		- 40 609	- 868 988	- 6 046 910	- 11 051 157
Administrative Handling Fees				- 296 143	-			-	-			-	-	- 296 143
Breakages and Losses Recovered					- 7 794			-	-			-	-	- 7 794
Collection Charges				- 2 599 387	-			-	-			-	-	- 2 599 387
Incidental Cash Surpluses				- 5 977	-			-	-			-	-	- 5 977
Inspection Fees					- 3 658			-	-			-	-	- 3 658
Insurance Refund				- 970 346	-			-	-			-	-	- 970 346
Merchandising, Jobbing and Contracts			- 200 000		-	- 4 929 738		-	- 67 309		- 40 609	- 849 488	- 5 887 145	- 6 087 145
Recovery Maintenance					-	- 140 265		-	-			- 19 500	- 159 765	- 159 765
Request for Information		- 2 483	- 637	- 15 248	- 87 759			-	-			-	-	- 106 127
Skills Development Levy Refund		- 807 097			-			-	-			-	-	- 807 097
Staff and Councillors Recoveries		-			- 7 718		-	-	-			-	-	- 7 718
Rental from Fixed Assets		- 303 023	11 637 712		232 135									12 172 870
Sales of Goods and Rendering of Services		- 4 094 344	- 9 634 215	- 772 690	- 12 177 724	- 287 846		- 1 232 308	- 12 298 121	- 2 523 821	- 6 227 413	- 3 261 746	- 25 831 256	- 52 510 229
Application Fees for Land Usage			- 485 946		-	-		-	-			-	-	- 485 946
Building Plan Approval			- 8 561 312		-			-	-			-	-	- 8 561 312
Cemetery and Burial					- 999 722			-	-			-	-	- 999 722
Clearance Certificates				- 456 411	-			-	-			-	-	- 456 411
Construction Contract Revenue					-	- 287 846		-	-			-	- 287 846	- 287 846
Development Charges				- 147 250	- 4 781 558			- 1 232 308	- 12 298 121	- 2 523 821	- 6 227 413	- 3 261 746	- 25 543 410	- 30 472 217
Encroachment Fees		- 3 825 308			-	-		-	-			-	-	- 3 825 308
Entrance Fees				-	- 566 516			-	-			-	-	- 566 516
Escort Fees					- 770			-	-			-	-	- 770
Fire Services					- 94 486			-	-			-	-	- 94 486
Legal Fees		- 147 140			-			-	-			-	-	- 147 140
Library Fees					- 1 573			-	-			-	-	- 1 573
Parking Fees					- 5 612 297			-	-			-	-	- 5 612 297
Photo copies, Faxes and Telephone charges					- 56 117	-		-	-			-	-	- 56 117
Removal of Restrictions			- 405 436		-			-	-			-	-	- 405 436
Sale of Goods		- 121 896	- 181 522	- 168 130	- 66 225			-	-			-	-	- 537 772
Sub-division and Consolidation Fees			- 181 522		-			-	-			-	-	- 181 522
Squatter Re-allocation				- 900	-			-	-			-	-	- 900
Service Charges				- 1 855 264	-			- 84 651 895	-	- 102 285 413	- 148 685 147	- 742 643 362	- 1 078 265 817	- 1 076 410 552
Electricity					-			-	-			- 742 643 362	- 742 643 362	- 742 643 362
Availability Charges					-			-	-			- 24 269 495	- 24 269 495	- 24 269 495
Connection/Reconnection					-			-	-			- 3 731 395	- 3 731 395	- 3 731 395
Disconnection/Reconnection Fees					-			-	-			- 3 731 044	- 3 731 044	- 3 731 044
Temporary Connection Fee					-			-	-			- 352	- 352	- 352
Electricity Sales					-			-	-			- 717 762 495	- 717 762 495	- 717 762 495
Agricultural Low					-			-	-			- 1 017 978	- 1 017 978	- 1 017 978
Commercial Conventional (Single Phase)					-			-	-			- 27 043 099	- 27 043 099	- 27 043 099
Domestic High					-			-	-			- 252 711 291	- 252 711 291	- 252 711 291
Conventional					-			-	-			- 67 899 890	- 67 899 890	- 67 899 890
Prepaid					-			-	-			- 184 811 401	- 184 811 401	- 184 811 401
Domestic Low					-			-	-			-	-	-
Prepaid					-			-	-			-	-	-
Industrial (400 Volts) (Low Voltage)					-			-	-			- 73 433 090	- 73 433 090	- 73 433 090
Industrial more than 400 less than 11 000 Volts (Medium Voltage)					-			-	-			- 43 906 278	- 43 906 278	- 43 906 278
Sports Grounds/Churches/Holiday/Old-age homes/Schools					-			-	-			- 89 710	- 89 710	- 89 710
Street Lighting					-			-	-			-	-	-
Time of Use Tariffs					-			-	-			- 319 561 049	- 319 561 049	- 319 561 049
Meter Compliance Testing					-			-	-			- 1 287	- 1 287	- 1 287
Meter Reading Fees					-			-	-			- 3 134 040	- 3 134 040	- 3 134 040
Notice Revenues					-			-	-			- 12 730	- 12 730	- 12 730
Waste Management					-			- 84 651 895	-			-	- 84 651 895	- 84 651 895
Waste Water Management					-			-	-	- 102 285 413		-	- 102 285 413	- 102 285 413
Water				- 1 855 264	-			-	-		- 148 685 147	-	- 148 685 147	- 146 829 883
Non-exchange Revenue	-	- 579 305	- 4 002 631	- 490 507 072	- 143 716 095	- 35 199 401	- 146 640	- 39 024 706	- 46 443 598	- 29 679 042	- 500 000	- 46 317 175	- 197 310 562	- 836 115 665
Fines, Penalties and Forfeits			- 6 400 859	- 31 865	- 129 024 751			-	-			-	-	- 122 655 757
Fines			- 6 400 859	- 31 865	- 129 024 751			-	-			-	-	- 122 655 757
Building			- 23 478		-			-	-			-	-	- 23 478
Law Enforcement				- 31 865	-			-	-			-	-	- 31 865
Overdue Books Fine					- 40 371			-	-			-	-	- 40 371
Pound Fees					- 74 293			-	-			-	-	- 74 293
Traffic			- 6 424 337	-	- 128 910 086			-	-			-	-	- 122 485 749
Interest, Dividend and Rent on Land				- 2 430 082	-			-	-			-	-	- 2 430 082
Property Rates		-		- 421 969 301	-			-	-			-	-	- 421 969 301
Agricultural Property				- 18 490 474	-			-	-			-	-	- 18 490 474
Business and Commercial Properties		-		- 166 626 428	-			-	-			-	-	- 166 626 428
Other Categories				- 3 952 269	-			-	-			-	-	- 3 952 269
Public Benefit Organisations				- 24 424	-			-	-			-	-	- 24 424
Public Service Infrastructure Properties				- 9 290 588	-			-	-			-	-	- 9 290 588
Residential Properties		-		- 216 061 712	-			-	-			-	-	- 216 061 712
Special Rating Area				- 7 523 406	-			-	-			-	-	- 7 523 406
Property Rates by Usage				-	-			-	-			-	-	-
Transfers and Subsidies	-	- 579 305	- 10 403 490	- 66 075 823	- 14 691 344	- 35 199 401	- 146 640	- 39 024 706	- 46 443 598	- 29 679 042	- 500 000	- 46 317 175	- 197 310 562	- 289 060 524
Capital			- 6 072 749	- 2 870 682	- 3 595 125	- 21 352 351		-	- 41 493 598	- 2 500 000	- 500 000	- 14 467 664	- 80 313 613	- 92 852 170
Allocations In-kind					- 50 000			-	-			-	-	- 50 000
Monetary Allocations			- 6 072 749	- 2 870 682	- 3 545 125	- 21 352 351		-	- 41 493 598	- 2 500 000	- 500 000	- 14 467 664	- 80 313 613	- 92 802 170
Departmental Agencies and Accounts					- 307 361			-	-			-	-	- 307 361
National Departmental Agencies					- 307 361			-	-			-	-	- 307 361
National Lotteries Board					- 307 361			-	-			-	-	- 307 361
National Government				- 2 870 682	- 2 329 670	- 4 000 000		-	- 40 893 598	- 2 500 000	- 500 000	- 13 757 664	- 61 651 263	- 66 851 614
Integrated National Electrification Programme Grant					-			-	-			- 13 757 664	- 13 757 664	- 13 757 664
Integrated Urban Development Grant				- 2 870 682	- 2 329 670	- 4 000 000		-	- 40 893 598	- 2 500 000	- 500 000	-	- 47 893 598	- 53 093 950
Provincial Governments			- 6 072 749		- 908 094	- 17 352 351		-	- 600 000			- 710 000	- 18 662 351	- 25 643 194
Western Cape			- 6 072 749		- 908 094	- 17 352 351		-	- 600 000			- 710 000	- 18 662 351	- 25 643 194
Capacity Building and Other					- 336 881			-	-			-	-	- 336 881
Infrastructure			- 6 072 749		- 571 213	- 17 352 351		-	- 600 000			- 710 000	- 18 662 351	- 25 306 313
Operational	-	- 579 305	- 4 330 741	- 63 205 141	- 11 096 219	- 13 847 050	- 146 640	- 39 024 706	- 4 950 000	- 27 179 042		- 31 849 510	- 116 996 949	- 196 208 355
Monetary Allocations	-	- 579 305	- 4 330 741	- 63 205 141	- 11 096 219	- 13 847 050	- 146 640	- 39 024 706	- 4 950 000	- 27 179 042		- 31 849 510	- 116 996 949	- 196 208 355
District Municipalities				- 500 000	-			-	-			-	-	- 500 000
Western Cape				- 500 000	-			-	-			-	-	- 500 000
DC 02 - Cape Winelands				- 500 000	-			-	-			-	-	- 500 000
National Governments		- 184 320	- 3 784 138	- 1 822 400	- 1 610 502	- 3 847 050	- 146 640	-	-			-	- 3 993 690	- 11 395 050
Expanded Public Works Programme Integrated Grant		- 184 320	- 3 784 138	- 272 400	- 1 610 502		- 146 640	-	-			-	- 146 640	- 5 998 000
Integrated Urban Development Grant					-	- 3 847 050		-	-			-	- 3 847 050	- 3 847 050
Local Government Financial Management Grant				- 1 550 000	-			-	-			-	-	- 1 550 000
National Revenue Fund				- 59 082 741	-			- 39 024 706	-	- 27 179 042		- 31 849 510	- 98 053 259	- 157 136 000
Equitable Share				- 59 082 741	-			- 39 024 706	-	- 27 179 042		- 31 849 510	- 98 053 259	- 157 136 000
Provincial Government	-	- 394 985	- 546 603	- 1 800 000	- 9 485 717	- 10 000 000		-	- 4 950 000			-	- 14 950 000	- 27 177 305
Western Cape	-	- 394 985	- 546 603	- 1 800 000	- 9 485 717	- 10 000 000		-	- 4 950 000			-	- 14 950 000	- 27 177 305
Capacity Building and Other	-	- 394 985	- 546 603	- 1 800 000	- 9 485 717	- 10 000 000		-	- 4 950 000			-	- 14 950 000	- 27 177 305
(blank)		- 19 338			- 20 846			-	-			-	-	- 1 508
Grand Total	**30 630 399**	**259 614 327**	**352 704 877**	**1 505 346 702**	**152 671 693**	**82 626 337**	**5 243 663**	**66 165 438**	**280 226 141**	**246 074 433**	**135 569 467**	**599 248 736**	**1 415 154 216**	**386**
					137 298 022									
Total cost	21 519 886	181 989 541	87 387 974	166 315 844	297 273 848	21 307 152	39 449 100	124 516 610	108 461 638	129 228 245	158 661 255	627 111 838		1 963 264 800
Total Revenue	-	(5 786 791)	(25 576 091)	(512 888 470)	(166 823 557)	(40 557 250)	(34 804 632)	(126 522 534)	(58 809 029)	(135 893 673)	(164 494 054)	(794 576 260)		(2 066 732 341)
Net	21 519 886	176 202 750	61 811 882	(346 572 626)	130 450 291	(19 250 097)	4 644 467	(2 005 924)	49 652 610	(6 665 428)	(5 832 799)	(167 464 422)		(103 467 541)

All the main transactions were analysed and any area where costs / revenues were not transacted correctly were identified. These were checked with the municipality and the required adjustments were made. The trial balance was found to represent the true picture accurately.

Table 31 below shows more details per account for electricity only.

Table 31

TRIAL BALANCE 2021/2022	ELECTRICAL ENGINEERING SERVICES Total
Row Labels	
Expenditure	**627 111 838**
Bad Debts Written Off	**373 182**
Bulk Purchases	**528 011 715**
Electricity	528 011 715
Contracted Services	**12 169 342**
Contractors	12 169 342
Maintenance of Equipment	**66 654**
(blank)	5 427 769
Prepaid Electricity Vendors	**6 674 919**
Depreciation and Amortisation	**35 345 335**
Amortisation	6 938
Intangible Assets	**6 938**
Licences and Rights	6 938
Computer Software and Applications	**6 938**
Depreciation	35 338 397
Computer Equipment	**74 923**
Electrical Infrastructure	**29 262 197**
Capital Spares	508 106
HV Substations	261 130
LV Networks	10 248 201
Power Plants	11 471 660
Furniture and Office Equipment	**147 936**
Information and Communication Infrastructu	**176 005**
Machinery and Equipment	**336 095**
Other Assets	**505 531**
Housing	488 900
Operational Buildings	16 631
Roads Infrastructure	**562 285**
Transport Assets	**1 682 532**
Water Supply Infrastructure	**2 590 893**
Distribution	2 055 604
Reservoirs	535 289
Employee Related Cost	**30 486 080**
Municipal Staff	30 486 080
Salaries, Wages and Allowances	**25 366 167**
Allowances	7 259 297
Accommodation, Travel and Incidental	**1 982**
Cellular and Telephone	**152 820**
Housing Benefits and Incidental	**321 073**
Essential User	106 206
Housing Benefits	214 867
Non-pensionable	**53 977**
Service Related Benefits	**6 154 742**
Acting and Post Related Allowances	35 119
Bonus	2 114 659
Leave Pay	29 307
Overtime	1 756 664
Non Structured	1 756 664
Scarcity Allowance	647 243
Standby Allowance	1 571 751
Travel or Motor Vehicle	**574 704**
Basic Salary and Wages	18 106 870
Social Contributions	**5 119 913**
Bargaining Council	10 053
Group Life Insurance	366 168
Medical	1 394 046
Pension	3 193 873
Unemployment Insurance	155 774

TRIAL BALANCE 2021/2022	ELECTRICAL ENGINEERING SERVICES Total
Interest, Dividends and Rent on Land	**5 226 963**
Interest Paid	5 226 963
Inventory Consumed	**3 804 693**
Consumables	1 439 515
Standard Rated	**172 242**
Zero Rated	**1 267 273**
Materials and Supplies	2 365 178
Operational Cost	**11 694 528**
Advertising, Publicity and Marketing	100 071
Assets less than the Capitalisation Threshold	21 732
Contribution to Provisions	2 409 429
Entertainment	- 1 856
Executive Committee	**- 1 856**
Hire Charges	114 734
Indigent Relief	6 134 237
Licences	186 087
Motor Vehicle Licence and Registrations	**186 087**
Municipal Services	2 358 801
Printing, Publications and Books	870
Professional Bodies, Membership and Subscri	18 692
Travel and Subsistence	5 085
Accommodation	2 700
Food and Beverage (Served)	2 385
Uniform and Protective Clothing	346 647
Revenue	**- 794 576 260**
Exchange Revenue	**- 748 259 085**
Interest, Dividend and Rent on Land	- 1 484 989
Interest	**- 1 484 989**
Receivables	- 1 484 989
Operational Revenue	- 868 988
Merchandising, Jobbing and Contracts	**- 849 488**
Recovery Maintenance	**- 19 500**
Sales of Goods and Rendering of Services	- 3 261 746
Development Charges	**- 3 261 746**
Service Charges	- 742 643 362
Electricity	**- 742 643 362**
Availability Charges	- 24 269 495
Connection/Reconnection	- 3 731 395
Disconnection/Reconnection Fees	**- 3 731 044**
Temporary Connection Fee	**- 352**
Electricity Sales	- 717 762 495
Agricultural Low	**- 1 017 978**
Commercial Conventional (Single Phase)	**- 27 043 099**
Domestic High	**- 252 711 291**
Conventional	- 67 899 890
Prepaid	- 184 811 401
Industrial (400 Volts) (Low Voltage)	**- 73 433 090**
Industrial more than 400 less than 11 000 V	**- 43 906 278**
Sports Grounds/Churches/Holiday/Old-ag	**- 89 710**
Street Lighting	-
Time of Use Tariffs	**- 319 561 049**
Meter Compliance Testing	- 1 287
Meter Reading Fees	3 134 040
Notice Revenues	- 12 730
Non-exchange Revenue	**- 46 317 175**
Transfers and Subsidies	- 46 317 175
Capital	**- 14 467 664**
Integrated National Electrification Progr	- 13 757 664
Provincial Governments	**- 710 000**
Equitable Share	- 31 849 510
Total cost	**627 111 838**
Total Revenue	**(794 576 260)**
Net	**(167 464 422)**

Some adjustments have however been made to represent the data more accurately for tariff making purposes. is shown in Table 32.

Table 32

Sum of Actual Balance inc Shadow	Office of the Municipal Manager Total	Strategic And Corporate Services Total	PLANNING AND DEVELOPMENT Total	Financial Services Total	Community And Protection Services Total	Infrastructure Services							Infrastructure Services Total	Grand Total
						Services And Project Management Total	ENGINEERING SERVICES	Refuse Removal Total	Roads and traiif Total	Sewerage Network Total	Water Network Total	ELECTRICAL ENGINEERING SERVICES Total		
COST ADJUSTMENTS	-	-	-	-	-	-	-	-	562 285.00	-	2 590 893.15	- 9 287 414.98	-	-
Roads Infrastructure									562 285.00			- 562 285.00		-
Water Supply Infrastructure											2 590 893.15	- 2 590 893.15		-
Contribution to Provisions														-
Indigent Relief												- 6 134 236.83		-
Municipal Services														-
														-
														-
														-
REVENUE ADJUSTMENTS	-	-	-	-	5 352 770.50	17 352 350.78	-	-	12 898 121.32	2 523 821.11	6 227 413.34	27 802 575.93		-
Integrated National Electrification Programme Grant					-	-	-	-	-	-	-	13 757 664.49		-
Infrastructure					571 212.98	17 352 350.78	-	-	600 000.00	-	-	710 000.00		-
Equitable Share												10 073 164.96		-
Development Charges					4 781 557.52	-	-	-	12 298 121.32	2 523 821.11	6 227 413.34	3 261 746.48		-
								-						-
								-						-
New Total Cost					297 273 848	21 307 152	39 449 100	124 516 610	109 023 923	129 228 245	161 252 148	617 824 423		1 963 264 800
New Total Revenue					(161 470 787)	(23 204 899)	(34 804 632)	-	(45 910 908)	(133 369 852)	(158 266 640)	(766 773 684)		(2 066 732 341)
New net income					135 803 061	(1 897 747)	4 644 467	-	63 113 016	(4 141 607)	2 985 507	(148 949 261)		(103 467 541)

The following cost adjustments were made:

- Depreciation Roads Infrastructure – this is moved to Roads
- Depreciation Water Supply Infrastructure – this is moved to Water
- Contribution to Provisions – This is provision for bad debt. Although it is considered very high no change is made.
- Indigent Relief – this is Equitable share allocation to Eskom consumers for FBE. This should be a direct allocation from Finance to Eskom and have nothing to do with Stellenbosch electricity supply. It will however be retained here as the equitable share amount exceeds the FBE granted to own consumers.
- Municipal Services – Apparently this is for services provided by other departments to Electricity. No changes made.

The following revenue adjustments were made:

- Integrated National Electrification Programme Grant – This is a capital grant and should off-set capital expenditure – moved to Finance.
- Provincial Infrastructure Grant – This is a capital grant and should off-set capital expenditure – moved to Finance.
- Development Charges – These are supposed to cover the cost of new capacity due to new developments / loads expenditure – moved to Finance.
- Equitable Share – The amount for Free Basic Electricity (FBE) 100 kWh/m is calculated to be equal to R 21 776 345.24 and the amount paid to Eskom for FBE is equal to R6 134 237. The actual equitable share amount paid t Electricity is equal to R31 849 510. An adjustment is thus made to only reflect the actual amounts of FBE paid.

11.3. Overhead cost allocation

The next step is to calculate the fair portion of the municipal overheads that should be covered by the electricity department. It was previously stated that no overhead costs have been allocated to Electricity. The next section does a calculation of a fair amount which should be allocated to all the line functions in the municipality by overhead and service departments. The first step is to calculate the ratios of various possible allocation factors using actual data.

Various ratios were analysed. The problem found was that in many cases the data required was inadequate in terms if not reflecting the required departments or in many cases were all grouped together. It is however believed that these ratios provide a fair means of allocating overhead costs.

The table below then shows the following:

ALLOCATER DATA.
- This refers to the various allocation bases which are to be used.
- The first line shows the data used
- The second line shows the ratio which will be applied in allocating the service department costs to that line department.
- This is calculated by dividing the line department units by the total units of all line departments.

ALLOCATION TO LINE DEPARTMENTS
- This shows the amounts allocated from each service department to the various line departments.
- The first column shows the name of the Service department.
- The second column shows the basis for allocation of the cost. Various basis were considered and inputs from staff was obtained at the workshops. Unfortunately, only those where data was provided could be used.
- The third column shows the percentage of the service department costs to be allocated on the basis.
- The cells in yellow shows the amounts allocated from the service department as a (-).
- The other cells show the amounts allocated to each line department.
- The last column shows that the net amounts sum to zero.

NEW NET INCOME
- This shows the new costs / revenue per department after the cost allocations.
- The subsequent new net income.

Table 33 below shows the overhead cost category and the cost allocation ratio that will be used to allocate to the various line functions as well as the % to be applied in respect of each of the factors.

Table 33

ALLOCATION TO LINE DEPARTMENTS		
Audit Total	Total cost (exc purchases)	100%
Communication Services Total	Community services	100%
IDP And Strategic Programs Total	Total cost (exc purchases)	100%
Liaison Executive Total	Total cost (exc purchases)	100%
Municipal Manager Total	Total cost (exc purchases)	100%
Public Participation Total	Total cost (exc purchases)	100%
Corporate Director Total	Total cost (exc purchases)	100%
Councillors Total	Not allocated	0%
Information Technology Total	Total cost (exc purchases)	100%
Legal Services Total	Total cost (exc purchases)	100%
Municipal Buildings And Structures Total	Total cost (exc purchases)	100%
Occupational Safety Total	HR cost	50%
Occupational Safety Total	HR Numbers	50%
Property Management Total	Total cost (exc purchases)	100%
BUILDING CONTROL Total	Total cost (exc purchases)	100%
COMMUNITY DEVELOPMENT Total	Community development	100%
Housing Administration Total	Total cost (exc purchases)	100%
Human Settlements Total	Community development	100%
Informal Settlements Total	Community development	100%
Local Economic Development Total	Total cost (exc purchases)	100%
PLANNING AND DEVELOPMENT GENERAL	Total cost (exc purchases)	100%
TOWN DEVELOPMENT Total	Total cost (exc purchases)	100%
TOWN PLANNING Total	Total cost (exc purchases)	100%
Financial Services	Total cost (exc purchases)	100%
Budget And Treasury Office Total	Revenue	33%
Budget And Treasury Office Total	Number of meter readings	33%
Budget And Treasury Office Total	Outstanding debt	33%
Logistics And Fleet Management Total	Total cost (exc purchases)	100%
Special Rating Areas Total	Total cost (exc purchases)	100%
Supply Chain Management Total	Inventory, contracts & Leases	100%
Engineering overheads	**Total cost (exc purchases)**	**100%**

The allocation factors to the various departments are shown in Table 34.

Table 34

Sum of Actual Balance inc Shadow										
	Community And Protection Services Total	Infrastructure Services							Infrastructure Services Total	Grand Total
		Services And Project Management Total	ENGINEERING SERVICES	Refuse Removal Total	Roads and traiif Total	Sewerage Network Total	Water Network Total	ELECTRICAL ENGINEERING SERVICES Total		
ALLOCATER DATA										
Allocation factors to all Line departments										
Total cost (-purchases)	297 273 848	21 307 152	39 449 100	124 516 610	109 023 923	129 228 245	161 252 148	95 946 945		977 997 971
Ratio	30.4%	2.2%	4.0%	12.7%	11.1%	13.2%	16.5%	9.8%		100.0%
Revenue	- 161 470 787	- 23 204 899	- 34 804 632	-	- 45 910 908	- 133 369 852	- 158 266 640	- 772 907 921		- 1 329 935 638
Ratio	12.1%	1.7%	2.6%	0.0%	3.5%	10.0%	11.9%	58.1%		100.0%
Number of customers / bills / vending				29 442		29 442	29 442	29 442		117 767
Ratio	0.0%	0.0%	0.0%	25.0%	0.0%	25.0%	25.0%	25.0%		100.0%
Number of meter readings /y				29 442			29 442	4 665		63 549
Ratio	0.0%	0.0%	0.0%	46.3%	0.0%	0.0%	46.3%	7.3%		100.0%
Staff costs	141 704 434	8 195 176	6 114 786	17 550 252	33 818 278	37 300 652	44 981 601	30 486 080		320 151 259
Ratio	44.3%	2.6%	1.9%	5.5%	10.6%	11.7%	14.1%	9.5%		100.0%
Staff numbers	387	19	8	67	94	105	91	79		850
Ratio	45.5%	2.2%	0.9%	7.9%	11.1%	12.4%	10.7%	9.3%		100.0%
Infrastructure Asset values	153 609 789		4 524 664	66 955 884	1 361 719 012	1 264 405 554	1 856 882 252	1 415 785 086		6 123 882 240
Ratio	2.5%	0.0%	0.1%	1.1%	22.2%	20.6%	30.3%	23.1%		100.0%
Depreciation	18 408 108	-	882 329	5 272 062	45 776 972	34 712 920	35 425 952	35 345 335		175 823 678
Ratio	10.5%	0.0%	0.5%	3.0%	26.0%	19.7%	20.1%	20.1%		100.0%
Outstanding customer debt				858 766		757 314	2 659 017	869 260		5 144 357
Ratio	0.0%	0.0%	0.0%	16.7%	0.0%	14.7%	51.7%	16.9%		100.0%
Inventory, contracts & Leases	24 366 767	13 021 971	3 280 663	65 103 592	22 425 152	10 200 748	3 515 145	12 169 342		154 083 380
Ratio	15.8%	8.5%	2.1%	42.3%	14.6%	6.6%	2.3%	7.9%		100.0%
Allocation factors of Technical servuces										
Total cost (-purchases)		-		124 516 609.85	109 023 923.36	129 228 244.76	161 252 147.73	95 946 945.07		619 967 871
Ratio				20.1%	17.6%	20.8%	26.0%	15.5%		100.0%

The actual allocations amounts from each of the overhead departments are shown in Table 38 below.

Table 35

									Office of the Municipal Manager Total							
			Audit Total	Communication Services Total	IDP And Strategic Programs Total	Liaison Executive Total	Municipal Manager Total	Public Participation Total		Corporate Director Total	Councillors Total	Information Technology Total	Legal Services Total	Municipal Buildings And Structures Total	Occupational Safety Total	Property Management Total
ALLOCATION TO LINE DEPARTMENTS			- 9 335 254.09	- 2 494 330.77	- 4 006 556.38	- 485 471.81	- 5 077 260.20	- 121 012.97	-	- 15 834 156.85	-	- 44 586 711.10	- 7 311 947.74	- 10 538 349.93	- 41 195 894.93	- 14 528 112.02
Audit Total	Total cost (exc purchases)	100%	- 9 335 254.09													
Communication Services Total	Community services	100%		- 2 494 330.77												
IDP And Strategic Programs Total	Total cost (exc purchases)	100%			- 4 006 556.38											
Liaison Executive Total	Total cost (exc purchases)	100%				(485 472)										
Municipal Manager Total	Total cost (exc purchases)	100%					- 5 077 260.20									
Public Participation Total	Total cost (exc purchases)	100%						- 121 012.97								
Corporate Director Total	Total cost (exc purchases)	100%								- 15 834 156.85						
Councillors Total	Not allocated	0%									-					
Information Technology Total	Total cost (exc purchases)	100%										- 44 586 711.10				
Legal Services Total	Total cost (exc purchases)	100%											- 7 311 947.74			
Municipal Buildings And Structures Total	Total cost (exc purchases)	100%												- 10 538 349.93		
Occupational Safety Total	HR cost	50%													- 20 597 947.47	
Occupational Safety Total	HR Numbers	50%													- 20 597 947.47	
Property Management Total	Total cost (exc purchases)	100%														- 14 528 112.02
NEW COST AFTER ALLOCATION			-	-	-	-	-	-		-	42 513 794	-	149 623	-	1 202 082	4 128 870
NEW REVENUE			-	-	-	-	-	-		-	(306 216)	-	(149 623)	-	(1 202 082)	(4 128 870)
NEW NET INCOME			-	-	-	-	-	-		-	42 207 578	-	0	-	(0)	-

Sum of Actual Balance inc Shadow																		
												PLANNING AND DEVELOPMENT Total	Financial Services					Financial Services Total
			BUILDING CONTROL Total	COMMUNITY DEVELOPMENT Total	Housing Administration Total	Human Settlements Total	Informal Settlements Total	Local Economic Development Total	AND DEVELOPMENT GENERAL Total	TOWN DEVELOPMENT Total	TOWN PLANNING Total		Total	Budget And Treasury Office Total	Logistics And Fleet Management Total	Special Rating Areas Total	Supply Chain Management Total	
ALLOCATION TO LINE DEPARTMENTS			- 7 675 413.03	- 12 844 597.51	- 14 383 780.73	10 317 058.37	- 6 637 020.30	- 5 420 346.73	- 6 900 836.36	- 6 602 175.91	- 11 664 769.96	-	34 383.36	- 207 342 095.01	- 70 359 775.02	- 6 276 887.37	- 19 002 302.79	
BUILDING CONTROL Total	Total cost (exc purchases)	100%	- 7 675 413.03															
COMMUNITY DEVELOPMENT Total	Community development	100%		- 12 844 597.51														
Housing Administration Total	Total cost (exc purchases)	100%			- 14 383 780.73													
Human Settlements Total	Community development	100%				10 317 058.37												
Informal Settlements Total	Community development	100%					- 6 637 020.30											
Local Economic Development Total	Total cost (exc purchases)	100%						- 5 420 346.73										
PLANNING AND DEVELOPMENT GENERAL	Total cost (exc purchases)	100%							- 6 900 836.36									
TOWN DEVELOPMENT Total	Total cost (exc purchases)	100%								- 6 602 175.91								
TOWN PLANNING Total	Total cost (exc purchases)	100%									- 11 664 769.96							
Financial Services	Total cost (exc purchases)	100%											34 383.36					
Budget And Treasury Office Total	Revenue	33%												- 69 114 031.67				
Budget And Treasury Office Total	Number of meter readings	33%												- 69 114 031.67				
Budget And Treasury Office Total	Outstanding debt	33%												- 69 114 031.67				
Logistics And Fleet Management Total	Total cost (exc purchases)	100%													- 70 359 775.02			
Special Rating Areas Total	Total cost (exc purchases)	100%														- 6 276 887.37		
Supply Chain Management Total	Inventory, contracts & Leases	100%															- 19 002 302.79	
Engineering overheads	**Total cost (exc purchases)**	**100%**																
NEW COST AFTER ALLOCATION			23 478	74 000	668 603	12 516 726	-	9 082 246	3 211 037	-	-		-	(138 228 063)	5 113 141	1 393 653	(4 909 564)	
NEW REVENUE			(23 478)	(74 000)	(668 603)	(12 516 726)	-	(9 082 246)	(3 211 037)	-	-		-	(577 314 056)	(5 113 141)	(1 393 653)	4 909 564	
NEW NET INCOME			(0)	(0)	-	-	-	-	-	-	-		-	(715 542 119)	-	-	-	

The allocation from the various overhead departments to the line departments are shown in Table 36 below.

Table 36

Sum of Actual Balance inc Shadow			Community And Protection Services Total	Infrastructure Services							Infrastructure Services Total	Grand Total
				Services And Project Management Total	ENGINEERING SERVICES	Refuse Removal Total	Roads and traiif Total	Sewerage Network Total	Water Network Total	ELECTRICAL ENGINEERING SERVICES Total		
ALLOCATION TO LINE DEPARTMENTS			114 827 727.84	9 051 698.55	12 524 709.60	85 032 193.80	36 479 337.17	55 162 220.49	121 249 545.37	85 946 184.98	-	- 0.00
Audit Total	Total cost (exc purchase	100%	2 837 558.96	203 382.51	376 552.28	1 188 544.58	1 040 662.72	1 233 518.41	1 539 195.19	915 839.44		-
Communication Services Total	Community services	100%	2 494 330.77									-
IDP And Strategic Programs T	Total cost (exc purchase	100%	1 217 839.37	87 288.84	161 610.81	510 106.19	446 637.43	529 408.31	660 600.37	393 065.07		- 0.00
Liaison Executive Total	Total cost (exc purchase	100%	147 564.80	10 576.73	19 582.28	61 809.23	54 118.76	64 148.06	80 044.51	47 627.44		- 0.00
Municipal Manager Total	Total cost (exc purchase	100%	1 543 292.24	110 615.73	204 799.35	646 425.91	565 995.88	670 886.28	837 137.84	498 106.97		-
Public Participation Total	Total cost (exc purchase	100%	36 783.30	2 636.45	4 881.25	15 407.11	13 490.12	15 990.11	19 952.60	11 872.03		-
Corporate Director Total	Total cost (exc purchase	100%	4 812 975.97	344 970.85	638 695.84	2 015 970.98	1 765 138.53	2 092 254.13	2 610 733.23	1 553 417.31		- 0.00
Councillors Total	Not allocated	0%	-	-	-	-	-	-	-	-		-
Information Technology Total	Total cost (exc purchase	100%	13 552 648.95	971 388.37	1 798 475.73	5 676 684.69	4 970 376.54	5 891 487.09	7 351 449.74	4 374 200.00		-
Legal Services Total	Total cost (exc purchase	100%	2 222 551.48	159 301.75	294 939.01	930 941.55	815 111.33	966 167.82	1 205 592.76	717 342.03		-
Municipal Buildings And Struct	Total cost (exc purchase	100%	3 203 253.92	229 593.76	425 081.06	1 341 720.17	1 174 779.79	1 392 490.07	1 737 561.44	1 033 869.71		- 0.00
Occupational Safety Total	HR cost	50%	9 117 004.58	527 262.65	393 414.14	1 129 151.17	2 175 806.27	2 399 855.88	2 894 034.08	1 961 418.71		0.00
Occupational Safety Total	HR Numbers	50%	9 378 124.32	460 424.71	193 863.03	1 623 602.92	2 277 890.66	2 544 452.33	2 205 192.02	1 914 397.47		0.00
Property Management Total	Total cost (exc purchase	100%	4 415 988.47	316 516.71	586 014.45	1 849 688.15	1 619 545.05	1 919 679.25	2 395 392.77	1 425 287.18		-
BUILDING CONTROL Total	Total cost (exc purchase	100%	2 333 030.98	167 220.38	309 599.96	977 217.17	855 629.22	1 014 194.49	1 265 520.86	752 999.96		-
COMMUNITY DEVELOPMEN	Community development	100%	12 844 597.51									-
Housing Administration Total	Total cost (exc purchase	100%	4 372 117.30	313 372.23	580 192.62	1 831 312.20	1 603 455.48	1 900 607.97	2 371 595.45	1 411 127.49		- 0.00
Human Settlements Total	Community development	100%	- 10 317 058.37									-
Informal Settlements Total	Community development	100%	6 637 020.30									-
Local Economic Development	Total cost (exc purchase	100%	1 647 577.37	118 090.38	218 638.28	690 106.95	604 242.02	716 220.19	893 705.89	531 765.63		-
PLANNING AND DEVELOPM	Total cost (exc purchase	100%	2 097 589.40	150 345.07	278 356.18	878 599.73	769 282.02	911 845.42	1 137 808.79	677 009.76		- 0.00
TOWN DEVELOPMENT Total	Total cost (exc purchase	100%	2 006 808.09	143 838.30	266 309.24	840 574.92	735 988.36	872 381.77	1 088 565.70	647 709.53		-
TOWN PLANNING Total	Total cost (exc purchase	100%	3 545 642.38	254 134.51	470 517.00	1 485 133.56	1 300 349.31	1 541 330.14	1 923 285.39	1 144 377.67		- 0.00
Financial Services	Total cost (exc purchase	100%	- 10 451.22	- 749.09	- 1 386.91	- 4 377.62	- 3 832.94	- 4 543.26	- 5 669.12	- 3 373.20		-
Budget And Treasury Office To	Revenue	33%	8 391 306.11	1 205 911.08	1 808 725.47	-	2 385 895.85	6 930 958.07	8 224 793.20	40 166 441.88		-
Budget And Treasury Office To	Number of meter reading	33%	-	-	-	32 020 020.57	-	-	32 020 020.57	5 073 990.53		-
Budget And Treasury Office To	Outstanding debt	33%	-	-	-	11 537 449.92	-	10 174 459.43	35 723 687.00	11 678 435.32		-
Logistics And Fleet Manageme	Total cost (exc purchase	100%	21 386 671.22	1 532 893.22	2 838 073.15	8 958 056.07	7 843 471.00	9 297 023.61	11 600 908.36	6 902 678.40		- 0.00
Special Rating Areas Total	Total cost (exc purchase	100%	1 907 932.86	136 751.40	253 188.21	799 159.87	699 726.29	829 399.61	1 034 932.18	615 796.95		-
Supply Chain Management To	Inventory, contracts & Le	100%	3 005 026.80	1 605 932.01	404 587.15	8 028 887.80	2 765 577.48	1 258 005.29	433 504.57	1 500 781.69		-
Engineering overheads	**Total cost (exc purcha**	**100%**	**-**	**- 7 153 952.03**	**- 17 169 176.93**	**4 885 145.99**	**4 277 323.18**	**5 069 997.03**	**6 326 387.17**	**3 764 275.58**		-
NEW COST AFTER ALLOCATION			**412 101 576**	**23 204 899**	**34 804 632**	**214 433 950**	**149 780 584**	**189 460 462**	**288 828 080**	**713 669 121**		**1 963 264 800**
NEW REVENUE			**(161 470 787)**	**(23 204 899)**	**(34 804 632)**	**-**	**(45 910 908)**	**(133 369 852)**	**(158 266 640)**	**(772 907 921)**		**(2 066 732 341)**
NEW NET INCOME			**250 630 789**	**-**	**-**	**214 433 950**	**103 869 676**	**56 090 611**	**130 561 440**	**(59 238 800)**		**(103 467 541)**

The resultant trial balance thus shows that all overhead costs have been allocated to the line departments. The net revenue remaining in Budget and treasury and other line departments can used to cross subsidise those services that make a loss.

The result for electricity department is shown in Table 37 below.

Table 37

ELECTRICITY SUMMARY	Rand
Bad Debts Written Off	373 181.99
Bulk Purchases	528 011 715.18
Prepaid Electricity Vendors	6 674 918.56
Contracted Services (rest)	5 494 423.09
Operational Cost	11 694 528.34
Depreciation and Amortisation	35 345 335.31
Employee Related Cost	30 486 079.72
Interest, Dividends and Rent on Land	5 226 962.96
Inventory Consumed	3 804 693.25
COST ADJUSTMENTS	- 3 153 178.15
ALLOCATION TO LINE DEPARTMENTS	85 126 825.76
Allocation from Technical Services	3 764 275.58
TOTAL COST	**712 849 761.60**
Interest, Dividend and Rent on Land	- 1 484 988.60
Operational Revenue	- 868 988.28
Service Charges	- 742 643 362.02
Transfers and Subsidies	
Sales of Goods and Rendering of Services	- 3 261 746.48
Capital	- 14 467 664.49
Equitable Share	- 31 849 510.20
REVENUE ADJUSTMENTS	21 668 339.10
Total Revenue	**- 772 907 920.97**
NET INCOME	**- 60 058 159.37**

The items are then grouped as per the NERSA requirements as shown in Table 38.

Table 38

RINGFENCED	Rand
Bulk purchase costs	528 011 715
Operating cost	33 612 487
Shared cost	88 891 101
Depreciation	32 192 157
Interest	5 226 963
Repairs & Maintance	24 542 156
Impairement loss	373 182
Total cost	**712 849 762**
Revenue	- 772 907 921
Surplus actual	- 60 058 159
Surplus %	7.77%

These figures will be used for the cost of supply calculations.

12. REVENUE REQUIREMENT.

This section calculates the revenue requirement for Stellenbosch using the NERSA method. The calculation of the revenue requirement is shown in Table 39

Table 39
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Table 39

NERSA RR	Rand
Bulk	528 011 715.18
Operating cost	33 612 486.76
Shared cost	89 710 460.56
Depreciation	32 192 157.16
Interest	5 226 962.96
Repairs & Maintance	24 542 156.20
Impairement loss	373 181.99
Sub-total cost	**713 669 120.81**
Surplus: 15%	107 050 368.12
Revenue requirement	820 719 488.93
Current revenue	772 907 920.97
% Structure increase	6.2%

The following important comments in his respect:

- The shared cost of R88 mill is very high. This represents 93% of own costs excluding bulk purchases.
- Without any shared costs the surplus would be equal to 19%.
- NERSA need to still get their heads around this issue and issue guidelines in this respect.
- NERSA is unlikely to accept this high value. Various options were considered but this issue needs to be further discussed.

Based on this and all the adjustments it is clear that the current Stellenbosch tariffs recover the NERSA formula revenue requirement depending on the treatment of shared costs. It is thus proposed that the next part of the study which relate to tariff structures, not total revenue requirement, be based on the current tariff levels.

13. COST OF SUPPLY

The next step is to allocate the electricity costs between the various cost functions. The table below firstly shows the cost adjustments and then the method used and the actual allocation of cost per function.
The next step is to functionalise the various costs between the various cost drivers. The 4 types of functions in electricity namely:

- Purchases
- Networks and
- Customer services.
- Streetlights.

13.1. Cost Categorization

The next step is to classify these costs into the different cost types / drivers. The electricity costs, from a tariff point of view are classified as one of the types below:

- R/kWh in terms of the different TOU periods namely, peak, standard and off-Peak.
- R/kVA costs also separated by dedicated and shared per network.
- R/customer as per customer category.
- Rand / light in the case of streetlight maintenance costs.

The way in which these costs are functionalised / classified is shown in Table 40.

Table 40

COST FUNCTIONALISATION				
		R/kWh	**R/kVA**	**R/Customer**
Purchase		All Energy charges levied to munic	All demand and access charges levied to munic	None
Network costs	Capital provision	None	All	None
	Operating and maintenacne	None	All	None
Customer Services		None	None	All

The % values show the estimated % of time that each staff member spends on each of the respective activities are shown in Table 42. This has been developed based on the experience of the Electricity department.

Table 41

ELECTRICITY STAFF		Networks	
		HV	All work related to the HV network: Cables / lines, swithing
		HV/MV	All work related to HV/MV substations including swithcgear.
		MV	All work related to the MV network: Cables / lines, swithing
		MV/LV	All work related to MV/LV substations including swithcgear.
		LV	All work related to LV network up to but excluding Kiosks to consumers.
		Consumer services	All work relating to the supply to consumers including, kiosks, service connections, breakers, meters and all services such as meter reading, billing, revenue colletion, vending, etc..
		Streetlights	All work relating to provision of streetlights.

		Energy	Networks					Consumer service	Streetlights	
EMPLOYEE NAME	SURNAME	Energy	HV	HV/MV	MV	MV/LV	LV			
PATIENCE NOMBULELO	ZWANE (MATYELI)	25%	10%	20%	10%	10%	10%	10%	5%	100%
VICTOR	DYUSHA	15%	10%	10%	10%	15%	15%	15%	10%	100%
DANNY	MURONGA	0%	0%	0%	10%	25%	30%	25%	15%	105%
FILICIA	SOPAZI	0%	5%	10%	15%	15%	15%	20%	20%	100%
JEFFREY	WHITELANE	0%	5%	10%	15%	15%	15%	20%	20%	100%
VUYISWA JEANET	ADAM	0%	5%	10%	15%	15%	15%	20%	20%	100%
MARTHINUS NICOLAAS	SLABBER (FRANSCH)	5%	5%	10%	15%	20%	20%	20%	5%	100%
CARLO	GOUWS	5%	5%	10%	15%	20%	20%	20%	5%	100%
MAWETHU	MAKELENI	0%	0%	5%	15%	20%	20%	25%	15%	100%
AYANDA ERNEST	GONGQA	5%	5%	10%	20%	15%	20%	20%	5%	100%
CHRISTIAAN	JAFTHAS (FRANSCH)	0%	0%	5%	15%	20%	20%	25%	15%	100%
GERT	JEFTHAS (FRANSCH)	0%	5%	10%	15%	20%	20%	25%	5%	100%
ASHWELL ANDREW	BEUKES	0%	0%	5%	15%	20%	20%	25%	15%	100%
MALIBUYE	FOKWANA	0%	0%	5%	15%	15%	15%	25%	25%	100%
ROGER	VAN GRAAN	0%	0%	5%	15%	15%	15%	25%	25%	100%
LESLEY	BLANKENBERG	0%	0%	5%	15%	15%	15%	25%	25%	100%
MANUEL	PHILANDER (FRANSCH	0%	5%	10%	15%	20%	20%	25%	5%	100%
ETTIENE LOUIS PETER	KLAASTE	0%	0%	0%	5%	5%	30%	30%	30%	100%
WARREN TREVOR	MORKEL	5%	5%	10%	5%	5%	40%	25%	5%	100%
IAN BARRY	CALVERT	0%	5%	5%	0%	0%	30%	30%	30%	100%
SONWABO ISAAC	MAYEKISO	0%	0%	0%	5%	5%	30%	30%	30%	100%
ROBERT WILLIAM	LOUW	5%	5%	5%	5%	5%	40%	35%	0%	100%
KURT	JACOBS	0%	0%	10%	5%	5%	25%	25%	30%	100%
NONTUTHUZELO CONSTANC	GANGILE (GONGOTHA	0%	0%	5%	20%	20%	20%	20%	15%	100%
DAVID ISAAC	CUPIDO (DAVID)	0%	0%	0%	5%	5%	30%	30%	30%	100%
LETCHMEE RENE	DAVIDS (LOGGENBERG	0%	0%	5%	5%	10%	35%	35%	10%	100%
XOLISWA SUSSAN	TOKWE	0%	0%	5%	5%	10%	35%	35%	10%	100%
LOURENS JAKOBUS	DE LANGE	10%	10%	15%	20%	20%	10%	10%	5%	100%
MERCIA	DAVIDSE	0%	0%	5%	5%	10%	35%	35%	10%	100%
LAMEEZ	CHRISTIANS	0%	0%	5%	5%	10%	35%	35%	10%	100%
GREGORY GARETH	NIMB	5%	5%	10%	20%	20%	30%	10%	0%	100%
DANIELS	GARNETH	0%	0%	5%	30%	25%	30%	10%	0%	100%
DAVID WILLIAM	ARRIES	0%	0%	5%	30%	25%	30%	10%	0%	100%
CONSTANT RANDELL	ABRAHAMS	0%	0%	5%	30%	25%	30%	10%	0%	100%
QUENTIN HAROLD	VAN KERWEL	0%	5%	10%	15%	20%	20%	25%	5%	100%
BRENT SPENCER	SIMMERS	0%	0%	5%	30%	25%	30%	10%	0%	100%
FRANSWA JACOBUS	STRYDOM	0%	0%	5%	30%	25%	30%	10%	0%	100%
SIVUYISE	TSAWE	0%	0%	5%	30%	25%	30%	10%	0%	100%
MAXWELL	WILLEMSE	0%	0%	5%	30%	25%	30%	10%	0%	100%
GARNETH MARLON	DANIELS	0%	0%	5%	30%	25%	30%	10%	0%	100%
WILBUR STEVE	FEBRUARY	0%	0%	5%	30%	25%	30%	10%	0%	100%
JEANDRE	PEDRO	0%	0%	5%	30%	25%	30%	10%	0%	100%
TYRONE CRAIG	LANGEVELDT	0%	0%	5%	30%	25%	30%	10%	0%	100%
WANDISA FELICIA	JAXA	0%	0%	5%	30%	25%	30%	10%	0%	100%
CLINTON GARTH	ROBERTS	0%	0%	5%	30%	25%	30%	10%	0%	100%
GILMOUR ADRIAN	SMITH	0%	5%	10%	15%	20%	20%	25%	5%	100%
SANDISO	NDIKA	0%	5%	15%	25%	25%	25%	5%	0%	100%
MARK JUAN	BENSON	5%	5%	10%	10%	15%	5%	25%	25%	100%
BERNINE	KWAGO	0%	0%	5%	5%	10%	35%	35%	10%	100%
TERRANCE ALEXANDER	MILES	0%	5%	10%	5%	5%	20%	30%	25%	100%
SHELTON RODGER	PETERSEN	0%	5%	10%	5%	5%	20%	30%	25%	100%
ABRAHAM	MWEZENI	0%	5%	10%	5%	5%	20%	30%	25%	100%
ADRIAN	COBEN	0%	5%	10%	5%	5%	20%	30%	25%	100%
NDAKHE JOSEPH	DYOSI	0%	5%	10%	5%	5%	20%	30%	25%	100%
THEMBELANI	TINISE	0%	5%	10%	5%	5%	20%	30%	25%	100%
MSINDISENI	SIZIBA	0%	5%	10%	5%	5%	20%	30%	25%	100%
BAPHIWE	PAKAMILE	0%	5%	10%	5%	5%	20%	30%	25%	100%
SIPHELELE	MFULELWA	0%	5%	10%	5%	5%	20%	30%	25%	100%
LINDELWA	QOSHA	0%	5%	10%	5%	5%	20%	30%	25%	100%
PHUMELELE	MACOPOZO	0%	5%	10%	15%	20%	20%	25%	5%	100%
HOWARD JOHN MARCEL	KANNEMEYER	0%	5%	10%	15%	20%	20%	25%	5%	100%
WILLO	OTTO	0%	0%	5%	5%	5%	20%	35%	30%	100%
MTHETHELE	MAFENTILE (MBALI)	0%	0%	5%	5%	5%	20%	35%	30%	100%
CESARE	SCAIOLA	0%	5%	10%	15%	15%	10%	25%	20%	100%
SIBONGILE	TSHAKA	0%	0%	5%	5%	5%	20%	35%	30%	100%
BONGIWE	MNENO	0%	0%	5%	5%	5%	20%	35%	30%	100%
PHUMZILE	FILE	0%	0%	5%	5%	5%	20%	35%	30%	100%
SIYAMCELA	WAKA	0%	0%	0%	5%	5%	20%	40%	30%	100%
ZOLISA	NGCENI	0%	0%	0%	5%	5%	20%	40%	30%	100%
MPHUMZI	BHOBHI	0%	0%	0%	5%	5%	20%	40%	30%	100%
BEREND TIMOTHEUS	WILLEMSE	0%	5%	10%	15%	20%	20%	25%	5%	100%
DILLON SIMON	FARAO	0%	5%	10%	15%	20%	20%	25%	5%	100%
SHAUN ANTONIE	BALIE	0%	5%	10%	15%	20%	20%	25%	5%	100%
XOLISA	MSUTHU	0%	0%	0%	5%	5%	20%	40%	30%	100%
VUYANI SYDWELL	GXILISHE	0%	0%	0%	5%	5%	20%	40%	30%	100%
		85%	190%	520%	1005%	1055%	1735%	1825%	1090%	7505%
		1.13%	2.53%	6.93%	13.39%	14.06%	23.12%	24.32%	14.52%	100%
74		0.838108	1.873418	5.127249	9.909394	10.4023984	17.10726	17.99467	10.7475	74

Table 42 below shows the calculation of the allocation factors which will be used to allocate the electricity costs to the various categories of costs.

Table 42

ELECTRICITY ALLOCATION RATIOS	Energy	Service and connection Total	HV	HV/MV	MV	MV/LV	LV	Streetlight Total	Electricity Total
Asset provision	1 698 706	11 627 953	620 664	1 917 234	5 467 914	3 970 249	11 559 262	3 710 316	40 572 298
	4.2%	28.7%	1.5%	4.7%	13.5%	9.8%	28.5%	9.1%	100.0%
Depreciation	1 571 975	10 939 626	489 201	1 511 146	4 403 018	3 267 740	9 729 117	3 433 511	35 345 335
	4.4%	31.0%	1.4%	4.3%	12.5%	9.2%	27.5%	9.7%	100.0%
Interest'	126 730	688 327	131 462	406 088	1 064 896	702 509	1 830 145	276 805	5 226 963
	2.4%	13.2%	2.5%	7.8%	20.4%	13.4%	35.0%	5.3%	100.0%
HR numbers	0.84	1.87	5.13	9.91	10.40	17.11	17.99	10.75	74.00
	1.1%	2.5%	6.9%	13.4%	14.1%	23.1%	24.3%	14.5%	100.0%

The categorisation of cost per sub-part of the electricity business is then done as shown in **Table 43**.

Table 43

ELECTRICITY SUMMARY		Energy	Service and connection Total	HV	HV/MV	MV	MV/LV	LV	Streetlight Total	Electricity Total
Bad Debts Written Off	Deduct from revenue									
Bulk Purchases	Energy	528 011 715								528 011 715
Prepaid Electricity Vendors	Consumer services		6 674 919							
Contracted Services (rest)	Asset provition	230 044	1 574 693	84 052	259 638	740 481	537 663	1 565 390	502 462	5 494 423
Operational Cost	Staff numbers	132 450	296 064	810 280	1 566 023	1 643 934	2 703 532	2 843 773	1 698 472	11 694 528
Depreciation and Amortisation	Depreciation ratio	1 571 975	10 939 626	489 201	1 511 146	4 403 018	3 267 740	9 729 117	3 433 511	35 345 335
Employee Related Cost	Staff numbers	345 279	771 799	2 112 293	4 082 413	4 285 518	7 047 748	7 413 337	4 427 692	30 486 080
Interest, Dividends and Rent o	Interest ratio	126 730	688 327	131 462	406 088	1 064 896	702 509	1 830 145	276 805	5 226 963
Inventory Consumed	Asset provition	169 213	1 177 579	52 659	162 665	473 956	351 751	1 047 276	369 595	3 804 693
COST ADJUSTMENTS	Rev	-	-	-	-	-	-	-	-	- 3 153 178
ALLOCATION TO LINE DEPA	Total cost - purchases	2 490 143	14 935 000	3 557 724	7 722 663	12 192 919	14 125 659	23 617 659	10 352 867	85 946 185
Allocation from Technical Serv	Total cost - purchases	107 489	640 345	159 009	343 440	534 893	626 798	1 033 173	456 978	3 764 276
TOTAL COST		**533 185 038**	**37 698 351**	**7 396 682**	**16 054 076**	**25 339 616**	**29 363 399**	**49 079 870**	**21 518 382**	**706 621 020**

The following points are of note:

- There is a small portion of customer services costs which can be classified in R/kWh. The problem is that the true cost really depends on the number of customers and not the amount of kWh purchased. All customer services costs are therefore classified as R/Customer.
- A portion of the Eskom costs relate to the demand or maximum capacity taken from the network. This will be classified as such later on in the process of detailed cost calculations.

These costs will now be used as a basis for the detailed cost calculations to follow.

13.2. Cost allocation: phase 1

The next step is to allocate the support costs (operations, maintenance and administration) relating to the networks and technical customer services. The operating costs per different cost type, network and customer category are shown in Table 44.

Table 44

STELLENBOSCH								
OPERATING COST SEPARATION								
			Opex					
					To calc ratio of Opex		**Capex**	**Network Labour ratio**
ENERGY/DSM			3 332 907			N0		
NETWORK SUPPORT COST TOTAL			101 949 437		Energy	N1	6 894 380	0.0%
CUSTOMER SERVICES TOTAL			25 084 217		HV	N2	3 869 012	0.0%
LIGHTING			17 498 543		HV/MV	N3	11 951 400	0.0%
TOTAL			**147 865 104**		MV	N4	32 606 739	0.0%
					MV to LV	N5	22 554 771	0.0%
Direct Network support	Direct				LV	N6	62 256 267	0.0%
	% shared support	100%	**101 949 437**					
					TOTAL		**140 132 568**	0.0%
		Adjust Factora	**Initial**	**New ratio**	**ALLOCATED SUPPORT**			
N0					-			
N1	Energy	100%	3 332 907	2.71%	3 332 907			
N2	HV	100%	6 731 918	5.48%	6 731 918			
N3	HV/MV	100%	14 000 615	11.40%	14 000 615			
N4	MV	100%	19 474 781	15.86%	19 474 781			
N5	MV to LV	100%	25 098 572	20.44%	25 098 572			
N6	LV	100%	36 643 551	29.84%	36 643 551			
LIGHTING		100%	17 498 543	14.25%	17 498 543			
	TOTAL		**122 780 887**	100.00%	**122 780 887**			
Customer service direct			**25 084 217**					
	% shared support	0%	-	Total				
	Service connection / Metering share		50.0%	**12 542 108**				
	Billing share		25.0%	**6 271 054**				
	Customer service share		25.0%	**6 271 054**				
			100.00%	25 084 217				
Service connection / Metering Revenue requirement				12 542 108		`		
Metering	Meter capex RR	Customers	Equivalant meter cost weight	Equivalant single phase meters	Portion of metering opex	Opex R/y	Metering: Capex and Opex	**Total R/cust/m**
1 PH kWh Pre-paid	10 125 176	27 634	1.50	41 451	80.17%	10 054 480	20 179 656	**60.9**
3 PH kWh Pre-paid	418 488	879	2.50	2 196	4.25%	532 776	951 264	**90.2**
1 PH kWh	376 349	2 943	1.00	2 943	5.69%	713 952	1 090 300	**30.9**
3 Ph kWh	212 227	1 261	2.00	2 523	4.88%	611 959	824 185	**54.4**
3 TOU	103 217	349	5.00	1 743	3.37%	422 765	525 981	**125.7**
3 PH TOU & ct's	404	1	10.00	10	0.02%	2 426	2 829	**235.8**
TOU RMU & CT/VT's	379 012	55	15.00	825	1.60%	200 113	579 125	**877.5**
TOU at HV sub With CB	13 082	1	15.00	15	0.03%	3 638	16 721	**1 393.4**
	-							
SUB-TOTAL	**11 627 953**	33 123	52	51 707	100.00%	**12 542 108**	**24 170 062**	
Billing/ cust.service	Equivelant cost weight	Number of customers	Equivelant < 50 kW customers	Billing/cust.serv. cost	**R/cust/m**	12 542 108		
				R/y				
Small <50 kVa	1	32718	32 718	12 166 475	**30.99**			
Medium <500 kVa	5	195	975	362 412	**154.94**			
Large <2000 kVa	10	2	18	6 611	**309.89**			
Very large >2000kVa	20	1	18	6 611	**619.77**			
	Total	32915	33 728	**12 542 108**				
Sub-Total							**25 084 217**	
GRAND TOTAL								**147 865 104**

The following should be noted in this respect:

- The operating costs are as per the ringfenced trial balance.
- The network costs are then allocated as follows:
  - According to the Network capital revenue requirement at first pass.
  - These figures are then adjusted based on inputs from staff to reflect the real case of support costs per network.
- The customer services costs are then split between:
  - Metering according to different connections and metering.
    - This is done by giving a weighting to each of the types of connections. The following in this respect:
      - This is a difficult number to determine because records are not kept of difference in these costs.
      - This has been done based on experiences elsewhere and inputs from staff.
      - An example is the amount of come backs that have been experienced with pre-payment meters compared with conventional 1 phase meters.
      - Another example is that the Bulk meters are not read by normal meter readers but by the Distribution staff.
    - The effective cost per meter is thus calculated.
  - Billing and customer services according to size of customer.
    - This is again done by giving a weighting to each size of customer. The following should be noted in this respect:

- This is one of the most difficult assumptions because records are not kept of customer service costs per size of customer.
- This has been done based on experiences elsewhere and inputs from staff.
- An example is that a customer > 50 kVA is a 3 phase customer which means there is a more sophisticated meter or 3 single phase meters that need to read and thus 3 readings to be entered into the billing system compared with only one for a customer < 50 kVA which are mostly 1 phase customers.
- Staff also indicated that bigger customers have more queries on their electricity bills, and they thus spend more time on them.
- These assumptions are subjective but the best available considering the staff inputs.

▪ The effective cost per size of customer is then calculated.

13.3. Cost allocation: phase 2

Stellenbosch purchases all its energy from Eskom on TOU at Megaflex.

For these reasons the Megaflex tariff will be used as a basis to calculate the cost of supply and specifically the energy costs and unit rates.

The summary of the relevant Megaflex LG rates is shown in Table 45.

Table 45

Megaflex			2022/2023
> 900km			
≥ 66kV & ≤ 132kV	Transmission network access	R/kVA/m	R 12.42
	Network access charge:	R/kVA/m	R 8.65
	Network demand High:	R/kVA/m	R 16.00
	Network demand Low:	R/kVA/m	R 16.00
TOU: High Demand Se	Peak	c/kWh	R 481.44
(June -Aug)	Standard	c/kWh	R 145.83
	Off-peak	c/kWh	R 79.21
TOU: Low Demand Sea	Peak	c/kWh	R 157.03
(Sept-May)	Standard	c/kWh	R 108.08
	Off-peak	c/kWh	R 68.54
Electrification and rural		c/kWh	R 11.73
Affordability		c/kWh	R 0.00
Urban low voltage subsidy charge [R/kVA/m]		R/kVA/m	R 21.18
Reliability service		c/kWh	R 0.55
REACTIVE ENERGY (c/	High Demand	c/kvarh	R 21.19
	Low demand	c/kvarh	R 0.00

These values will be used as the initial per unit energy and Demand / Access charges.

13.4. Cost allocation: phase 3

The next step is to add the capital cost to the operating costs and then allocating it to the various cost drivers as is shown in Table 46. The cost of the actual streetlights plus overheads is allocated on a per light basis.

Table 46

STELLENBOSCH																
CATEGORISED TOTAL COST																
ENERGY														528 011 715		
Eskom														528 011 715.18		
Capex																
Opex																
TOTAL NETWORK COSTS						ALLOCATION RATIOS								TOTAL COST		
(System peak week demand)				TOTAL		Cost	CAPEX		SUPPORT							
				CAPEX	SUPPORT	Type	Deman	Units	PODs	Deman	Units	PODs		Demand	Units	PODs
			N0	0	0	R/y	100%	0%	0%	100%	0%	0%		0	0	0
Energy		Energy	N1	1 292 854	3 332 907	R/y	0%	100%	0%	0%	100%	0%		0	4 625 761	0
HV		HV	N2	725 528	6 731 918	R/y	100%	0%	0%	100%	0%	0%		7 457 446	0	0
HV/MV		HV/MV	N3	2 241 160	14 000 615	R/y	100%	0%	0%	100%	0%	0%		16 241 776	0	0
MV		MV	N4	6 114 508	19 474 781	R/y	100%	0%	0%	100%	0%	0%		25 589 289	0	0
MV to LV		MV to LV	N5	4 229 535	25 098 572	R/y	100%	0%	0%	100%	0%	0%		29 328 106	0	0
LV		LV	N6	11 674 472	36 643 551	R/y	100%	0%	0%	100%	0%	0%		48 318 023	0	0
Lights		Lights	N7	2 823 853	17 498 543	R/y	0%	0%	100%	0%	0%	100%		0	0	20 322 396
						R/y	100%	0%	0%	100%	0%	0%		0	0	0
						R/y	100%	0%	0%	100%	0%	0%		0	0	0
				29 101 911	**122 780 887**									**126 934 641**	**4 625 761**	**20 322 396**
Service connection / Metering Revenue requirement																
Metering				Meter capex RR	Opex R/y											Total cost R/Y
1 PH kWh Pre-paid				6 995 751	10 054 480											17 050 231
3 PH kWh Pre-paid				289 144	532 776											821 920
1 PH kWh				358 309	713 952											1 072 260
3 Ph kWh				202 054	611 959											814 012
3 TOU				98 269	422 765											521 033
3 PH TOU & ct's				384	2 426											2 810
TOU RMU & CT/VT's				360 844	200 113											560 957
TOU at HV sub With CB				12 455	3 638											16 094
				-	-											0
				-	-											0
SUB-TOTAL				**8 317 210**	**12 542 108**											**20 859 318**
					-											
Billing/ cust.service					-											
					-											R/y
Small <50 kVa					12 166 475											12 166 475
Medium <500 kVa					362 412											362 412
Large <2000 kVa					6 611											6 611
Very large >2000kVa					6 611											6 611
Total					**12 542 108**											**12 542 108**
				37 419 120	**147 865 104**											**713 295 939**

The following should be noted in this respect:

- The streetlight maintenance costs are allocated per streetlight.
- All network costs are allocated on the R/kVA basis.
- All customer costs are allocated on the R/customer/month basis.

Based on experience the non-co-incidental peak demand method was used as basis to allocate all network costs to customer categories.

The total costs have to be divided by the total number of units applicable to that cost. The units required for this purpose should be derived from the network load and customer details.

To be able to allocate the network costs as a per unit cost (R/kVA), the kVA for each network is required. This was calculated by building up the total load profile of each network starting at LV and working up to the high voltages. It must be noted that the Purchase values differ from the billing data as it is calculated from the load profile data.

The allocation units to be used are shown in Table 47**.** The network kVA and kWh quantities were obtained from the Quantities tables. The sales data was obtained from the sales data.

Table 47

STELLENBOSCH						
TOTAL ALLOCATION UNITS						
NETWORK						
(System peak week			kVA	kWh	PODs	
			kVA	kWh	PODs	
		N0	794 688	388 791 705		
Energy	Energy	N1	794 688	388 791 705		
HV	HV	N2	794 688	388 791 705		
HV/MV	HV/MV	N3	794 688	388 791 705		
MV	MV	N4	788 181	385 608 135		
MV to LV	MV to LV	N5	528 461	251 334 782		Total
LV	LV	N6	405 727	180 040 531		
Lights	LV	N6			9 659	
		N5/6				
GRAND TOTAL					9 659	
Metering						
Metering						
1 PH kWh Pre-paid		27 634				
3 PH kWh Pre-paid		879				
1 PH kWh		2 943				
3 Ph kWh		1 261				
3 TOU		349				
3 PH TOU & ct's		1				
TOU RMU & CT/VT's		55				
TOU at HV sub With CB		1				
		0				
SUB-TOTAL		33 123				
Billing/ cust.service		0				
Small <50 kVa		32 718				
Medium <500 kVa		195				
Large <2000 kVa		2				
Very large >2000kVa		1				
Total		32 915				

The next step is to calculate the unit costs. This is done by dividing the total cost per category by the relevant units. The results are shown in Table 48.

Table 48

STELLENBOSCH						
COST PER UNIT						
NETWORK						
(System peak week demand)				kVA	kWh	PODs
				All	c/kWh	R/PODs
		N0		0.00	0.00	0.00
Energy	Energy	N1		0.00	0.012	0.00
HV	HV	N2		9.38	0.00	0.00
HV/MV	HV/MV	N3		20.44	0.00	0.00
MV	MV	N4		32.47	0.00	0.00
MV to LV	MV to LV	N5		55.50	0.00	0.00
LV	LV	N6		119.09	0.00	0.00
Lights	LV	N6		119.09	0.00	175.33
GRAND TOTAL						
Metering		**R/C/m**				
1 PH kWh Pre-paid		51				
3 PH kWh Pre-paid		78				
1 PH kWh		30				
3 Ph kWh		54				
3 TOU		125				
3 PH TOU & ct's		234				
TOU RMU & CT/VT's		850				
TOU at HV sub With CB		1341				
NA		0				
AVERAGE		52				
Billing/ cust.service						
		R/C/m				
Small <50 kVa		31				
Medium <500 kVa		155				
Large <2000 kVa		310				
Very large >2000kVa		620				
NA		0				
AVERAGE		32				

The costs obtained up to now reflect the cost of every separate network segment. To have a more practical set of charges these must be set for every network supply position stating the total charges at each point. This involves the network cost closest to the supply position plus all the networks up to that point plus the losses incurred in the networks up to that point. The values stated therefore reflect the total per unit cost of supply at that network supply point. The resultant costs are shown in Table 49.

Table 49

STELLENBOSCH		2021/2022		Eskom adjust			0.00%
COSTS PER TARIFF COST CATEGORY				Cost increase			4.5%
				+ Surplus			7.7%
FOR ALL LOAD FACTORS							
			Access	Demand	Peak	Standard	Off-peak
HIGH SEASON	Access / Demand	R/kVA/m	22.68	40.03			
	Energy	c/kWh			5.1834	1.5701	0.8528
LOW SEASON	Access / Demand	R/kVA/m	22.68	40.03			
	Energy	c/kWh			1.6907	1.1636	0.7379
	Super Peak	c/kvarh			-	-	
Fixed charges (R/m)		R/m					
Reactive energy - Hi	Total excess for year	c/kvarh	0.2281				
Transmission network		R/m					
National levies		c/kWh	0.1322				
TOTAL COSTS PER SUPPLY POSITIO			**Acc %**	**Acc**	**DM**		
Total Network Charges (including losses)			**30%**	R/KVA/m	R/KVA/m	c/kWh	R/pod/m
		Total losses		All	All	All	
S0		0.00%	0	0.00	0.00	0	0.00
S1	Non-Tech	0.00%	0.00	0.00	0.00	0	0.00
S2		0.00%	10.53	3.16	7.37	0	0.00
S3		0.98%	33.45	10.03	23.41	0	0.00
S4		2.64%	70.22	21.07	49.16	0	0.00
S5		4.65%	133.49	40.05	93.44	0	0.00
S6		8.77%	269.69	80.91	188.79	0	0.00
S7 Lights		8.8%	269.69	80.91	188.79	0	175.33
Metering	**R/C/m**						
1;1 PH kWh Pre-paid	57.67						
2;3 PH kWh Pre-paid	87.44						
3;1 PH kWh	34.05						
4;3 Ph kWh	60.32						
5;3 TOU	139.71						
6;3 PH TOU & ct's	262.66						
7;TOU RMU & CT/VT's	953.32						
8;TOU at HV sub With CB	1504.28						
9;NA	0.00						
10;0	0.00						
AVERAGE	58.86						
Billing/ cust.service	0						
	R/C/m						
1;Small <50 kVa	35						
2;Medium <500 kVa	174						
3;Large <2000 kVa	348						
4;Very large >2000kVa	695						
5;NA							
NA	36						

The following should be noted in this respect:

- Own costs increase by CPI.
- The surplus is the actual surplus.
- The surplus reflects the current surplus which NERSA would allow under normal circumstances.
- The R/kVA costs are split here between the dedicated and shared portion as follows:
    - Dedicated refers to networks which cannot really be shared with other customers. For example, if a development is done based on a particular after diversity maximum demand (ADMD) and supplies to various small and large customers are installed, if customers change their loads the costs do not change, and these networks cannot be used to supply other customers and thus are considered dedicated.
    - Assumptions about this is subjective but also reflects the realities in each municipality. Where there is ongoing growth and customers continue to use the power installed this is not a problem.

  - In areas where economic growth is bad and customers reduce their demands, the risk of revenue loss is higher to municipalities as there are less customers to share the unused capacity with.
  - Because of the higher Access demand values, the split is set at 30%.
- These values show the total network costs at each position on the network including the costs and losses of all higher voltage networks up to that point. In other words when a demand of say 10 kVA is incurred at a LV point of supply, the demand at the point of purchase which is increased by the total losses up to that point. Losses thus effect the network and energy costs.
- It is important to note that these are per unit values. For example, the energy costs for each profile will be calculated by using the Eskom energy rates, plus the losses up to each relevant network multiplied by the % of kWh in each TOU period multiplied by the total number of kWh for that profile.
- The Eskom and own network costs are calculated by:
  - Multiplying the sum of the monthly maximum demands by that profile by the Eskom maximum demand and own maximum demand per unit costs.
  - Multiplying the highest annual maximum demand by the Eskom access charge plus losses and the own Access costs.

Before one can go from the costs per tariff cost category to costs per tariff, we need to know the statistics of the loads associated with the various tariffs. Representative load profiles were calculated from available data. These were then analysed and the necessary details calculated under the load profile section.

The following comments in this respect:

- The quantities shown represents the quantities associated with each representative load profile at the relevant network where it is supplied from.
- For example, the kWh represents the kWh used by streetlights supplied from the LV network. The Sum of maximum demands represents the sum of the sum of the 12 highest maximum demands incurred on the network, the Annual maximum demands is the highest maximum demand that Streetlight supplies placed on the network in the year.
- Because the individual maximum demand method is used, the maximum demand values of each profile are used irrespective of when it was incurred.
- These quantities will be used to calculate the per unit charges.

The next step is to now calculate the various per unit charges which should apply in respect of the different customer, network and energy charges relevant to the various periods. This makes use of:

- The position at which the customer is supplied to determine:
  - the R/kVA network costs plus R/kVA Eskom costs.
  - the losses % to be added to Energy and Eskom Demand/Access.
- The type of metering and size of supply to determine the metering and billing / customer service costs.

This is shown in Table 50**.**

Table 50

STELLENBOSCH					
30/06/2021					
347	2021/2022				
TARIFF CODE	**Capacity (Amps)**	**Sub Category**	**Profile**	**Meter**	**Size**
Domestic: Life Line PP	30	S6	jDomRDP	1;1 PH kWh Pre-paid	1;Small <50 kVa
Domestic: Regular PP 20 Amp	30	S6	jDomRDP	1;1 PH kWh Pre-paid	1;Small <50 kVa
Domestic: Regular PP <600 kWh/m	30	S6	jDomRDP	1;1 PH kWh Pre-paid	1;Small <50 kVa
Domestic: Regular PP >600 kWh/m	30	S6	gReside	1;1 PH kWh Pre-paid	1;Small <50 kVa
Domestic: Regular 60 Amp 1 & 3 ph	30	S6	gReside	3;1 PH kWh	1;Small <50 kVa
Domestic: Renew able Energy (DOM5) SSEG w ith export	30	S6	kSSEGIm	5;3 TOU	1;Small <50 kVa
Commercial: Life Line20 Amp PP	40	S6	fCommer	1;1 PH kWh Pre-paid	1;Small <50 kVa
Commercial: Low 40 Amp 1 & 3 ph PP	40	S6	fCommer	1;1 PH kWh Pre-paid	1;Small <50 kVa
Commercial: Regular PP 80 Amp 1 & 3 ph	50	S6	fCommer	1;1 PH kWh Pre-paid	1;Small <50 kVa
Commercial: Credit meters 80 Amps 1 & 3 ph	40	S6	fCommer	3;1 PH kWh	1;Small <50 kVa
Commercial: Regular PP 80 Amp 1 & 3 ph	120	S6	fCommer	1;1 PH kWh Pre-paid	1;Small <50 kVa
Commercial: Renew able Energy (COM5) SSEG	120	S6	kSSEGIm	5;3 TOU	1;Small <50 kVa
Agricultural: Regular 80Amp 3 phase	90	S6	eAgricu	4;3 Ph kWh	2;Medium <500 kVa
AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & export	60	S6	eAgricu	5;3 TOU	2;Medium <500 kVa
Large Pow er: Low Voltage > 80 Amp	30	S5	cLPU LV	5;3 TOU	2;Medium <500 kVa
Large Pow er: Low Voltage > 80 Amp SSEG	60	S5	kSSEGIm	5;3 TOU	2;Medium <500 kVa
Industrial: Medium Voltage (IND2)	60	S4	bLPU MV	7;TOU RMU & CT/VT's	3;Large <2000 kVa
Industrial Medium Voltage (IND 2.1): SSEG	90	S4	kSSEGIm	7;TOU RMU & CT/VT's	3;Large <2000 kVa
Municipal: Street and Traffic lights (MUN1)	180	S6	mLights	9;NA	5;NA
Municipal: Low Voltage <80 Amp (MUN2)	180	S4	fCommer	4;3 Ph kWh	1;Small <50 kVa
Municipal: Low Voltage >80 Amp (MUN3)	180	S5	dMunicS	5;3 TOU	2;Medium <500 kVa
NPA : Single Phase 20 Amp Prepaid (NPO1)	90	S6	jDomRDP	1;1 PH kWh Pre-paid	1;Small <50 kVa
NPA : LV > 60 Amp PP SARS Approved (NPO2)	0	S6	hNPAsss	2;3 PH kWh Pre-paid	1;Small <50 kVa
Sport: Low All Consumers (<80A) and Prepaid (SPO1)	0	S6	hNPAsss	1;1 PH kWh Pre-paid	1;Small <50 kVa
Sport: High Consumers (>80A) Maximum Demand (SPO2)	0.9	S5	iSports	5;3 TOU	2;Medium <500 kVa
Time of Use (Low Voltage>80Amp) TOU1	0.9	S5	cLPU LV	6;3 PH TOU & ct's	2;Medium <500 kVa
Time of Use (Low Voltage>80Amp) TOU1 SSEG	40	S5	kSSEGIm	6;3 PH TOU & ct's	2;Medium <500 kVa
Time of Use (Medium Voltage) TOU2	20	S4	bLPU MV	7;TOU RMU & CT/VT's	3;Large <2000 kVa
Time of Use (Medium Voltage) TOU2 SSEG	60	S4	kSSEGIm	7;TOU RMU & CT/VT's	3;Large <2000 kVa
Wheeling at low voltage (<400V) in c/kWh	0	S6	cLPU LV	6;3 PH TOU & ct's	2;Medium <500 kVa
Wheeling at medium voltage (>400V) in c/kWh	0	S5	bLPU MV	7;TOU RMU & CT/VT's	2;Medium <500 kVa
Availability	0	S6	gReside	9;NA	5;NA
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)	0	S6	lSSEGEx	5;3 TOU	1;Small <50 kVa

The resultant costs per tariff broken up in all the different components are shown in Table 51.

Table 51

STELLENBOSCH		CHARGES APPLICABLE FOR ALL MONTHS OF THE YEAR				HIGH SEASON CHARGES				LOW SEASON CHARGES			
30/06/2021		2021/2022 TARIFF RATES				Months in year.		3.000		Months in year.		9.000	
347	C u r /	Basic	Access	MD (aLL hours)	ALL Energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy
TARIFF CODE		R/POS/m	R/kVA/m	R/kVA/m	R/ kWh	c/kWh	c/kWh	c/kWh	c/kvarh	c/kWh	c/kWh	c/kWh	c/kvarh
Domestic: Life Line PP		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Domestic: Regular PP 20 Amp		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Domestic: Regular PP <600 kWh/m		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Domestic: Regular PP >600 kWh/m		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Domestic: Regular 60 Amp 1 & 3 ph		80.352	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Domestic: Renew able Energy (DOM5) SSEG w ith export		203.739	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Commercial: Life Line20 Amp PP		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Commercial: Low 40 Amp 1 & 3 ph PP		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Commercial: Regular PP 80 Amp 1 & 3 ph		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Commercial: Credit meters 80 Amps 1 & 3 ph		80.352	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Commercial: Regular PP 80 Amp 1 & 3 ph		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Commercial: Renew able Energy (COM 5) SSEG		203.739	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Agricultural: Regular 80Amp 3 phase		273.381	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & export		366.095	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Large Pow er: Low Voltage > 80 Amp		366.095	76.666	163.119	0.138	5.425	1.643	0.893	0.2118	1.769	1.218	0.772	
Large Pow er: Low Voltage > 80 Amp SSEG		366.095	76.666	163.119	0.138	5.425	1.643	0.893	0.2118	1.769	1.218	0.772	
Industrial: Medium Voltage (IND2)		1 519.145	52.439	106.894	0.136	5.320	1.611	0.875	0.2118	1.735	1.194	0.757	
Industrial Medium Voltage (IND 2.1): SSEG		1 519.145	52.439	106.894	0.136	5.320	1.611	0.875	0.2118	1.735	1.194	0.757	
Municipal: Street and Traffic lights (MUN1)		-	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Municipal: Low Voltage <80 Amp (MUN2)		111.024	52.439	106.894	0.136	5.320	1.611	0.875	0.2118	1.735	1.194	0.757	
Municipal: Low Voltage >80 Amp (MUN3)		366.095	76.666	163.119	0.138	5.425	1.643	0.893	0.2118	1.769	1.218	0.772	
NPA : Single Phase 20 Amp Prepaid (NPO1)		175.332	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
NPA : LV > 60 Amp PP SARS Approved (NPO2)		175.332	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Sport: Low All Consumers (<80A) and Prepaid (SPO1)		107.935	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Sport: High Consumers (>80A) Maximum Demand (SPO2)		366.095	76.666	163.119	0.138	5.425	1.643	0.893	0.2118	1.769	1.218	0.772	
Time of Use (Low Voltage>80Amp) TOU1		509.664	76.666	163.119	0.138	5.425	1.643	0.893	0.2118	1.769	1.218	0.772	
Time of Use (Low Voltage>80Amp) TOU1 SSEG		509.664	76.666	163.119	0.138	5.425	1.643	0.893	0.2118	1.769	1.218	0.772	
Time of Use (Medium Voltage) TOU2		1 519.145	52.439	106.894	0.136	5.320	1.611	0.875	0.2118	1.735	1.194	0.757	
Time of Use (Medium Voltage) TOU2 SSEG		1 519.145	52.439	106.894	0.136	5.320	1.611	0.875	0.2118	1.735	1.194	0.757	
Wheeling at low voltage (<400V) in c/kWh		509.664	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
Wheeling at medium voltage (>400V) in c/kWh		1 316.199	76.666	163.119	0.138	5.425	1.643	0.893	0.2118	1.769	1.218	0.772	
Availability		-	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)		203.739	131.579	290.631	0.144	5.638	1.708	0.928	0.2118	1.839	1.266	0.803	

The consumption values of the various customer categories were previously calculated. These quantities are broken up into the detailed cost categories and not billing quantities. This is done by using the representative load profile, load factor and consumption per TOU period.

- The ratio of consumption Peak, Standard, Off-peak
- and the load factors of the different representative load profiles
- are obtained from the representative load profile quantities.

The consumption quantities per TOU period are shown in Table 52**.**

The following should be noted in this respect:

- The kVA for small customers represents the total maximum kVA placed on the network and not the actual installed capacity of customers. The peak values are calculated from the representative load profile quantities. This corresponds to using the individual maximum demand method for allocating network costs. If the average and access method was used, these values would be slightly different.
- The subsidised quantities: Basic and Free Basic Electricity (FBE) quantities are removed as we calculate costs.
- These quantities have been adjusted so that the same revenue as before is generated.

Table 52

STELLENBOSCH	NUAN	QUANTITIES CHARGEBLE FOR ALL MONTHS OF THE YEAR				HIGH SEASON QUANTITIES				LOW SEASON QUANTITIES			
CONSUMPTION	Nu-us	Number of POD's	Highest MD in year	Σ MDs all hours / 12	ALL Energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy
TARIFF CODE		POD's	kVA	kVA	kWh	kWh	kWh	kWh	kvarh	kWh	kWh	kWh	kvarh
Domestic: Life Line PP		10 701	10 215	97 610	33 359 458	1 860 956	4 201 119	3 896 237	751 976	4 078 102	9 326 204	9 996 841	
Domestic: Regular PP 20 Amp		11 121	12 392	118 412	40 468 593	2 257 539	5 096 406	4 726 552	912 227	4 947 174	11 313 683	12 127 239	
Domestic: Regular PP <600 kWh/m		-	-	-	-	-	-	-	-	-	-	-	
Domestic: Regular PP >600 kWh/m		1 987	6 014	54 538	23 653 580	1 072 686	2 968 007	2 822 656	14	2 864 074	6 912 302	7 013 856	
Domestic: Regular 60 Amp 1 & 3 ph		3 607	8 164	74 038	32 110 919	1 456 225	4 029 218	3 831 896	20	3 888 124	9 383 796	9 521 660	
Domestic: Renew able Energy (DOM5) SSEG w ith export		13	59	548	195 677	9 075	17 451	20 928	5 938	25 581	49 995	72 647	
Commercial: Life Line20 Amp PP		30	51	310	102 816	4 063	11 608	9 988	1 676	12 746	33 886	30 525	
Commercial: Low 40 Amp 1 & 3 ph PP		8	52	320	106 210	4 197	11 991	10 318	1 731	13 167	35 005	31 533	
Commercial: Regular PP 80 Amp 1 & 3 ph		717	5 778	35 368	11 732 617	463 633	1 324 631	1 139 756	191 206	1 454 512	3 866 809	3 483 275	
Commercial: Credit meters 80 Amps 1 & 3 ph		536	5 289	32 378	10 740 564	424 431	1 212 627	1 043 384	175 039	1 331 526	3 539 851	3 188 746	
Commercial: Regular PP 80 Amp 1 & 3 ph		-	-	-	-	-	-	-	-	-	-	-	
Commercial: Renew able Energy (COM 5) SSEG		7	61	569	203 296	9 429	18 130	21 743	6 169	26 577	51 942	75 476	
Agricultural: Regular 80Amp 3 phase		42	424	3 785	1 774 877	63 354	165 450	162 792	62 465	217 427	566 401	599 454	
AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & export		3	33	290	136 151	4 860	12 692	12 488	4 792	16 679	43 449	45 984	
Large Pow er: Low Voltage > 80 Amp		185	6 075	55 294	23 892 434	943 457	2 604 254	2 298 270	26 742	3 004 698	7 862 546	7 179 209	
Large Pow er: Low Voltage > 80 Amp SSEG		3	42	390	139 300	6 461	12 423	14 898	4 227	18 211	35 591	51 716	
Industrial: Medium Voltage (IND2)		18	3 412	33 576	16 141 289	618 351	1 593 484	1 555 374	6 056	2 046 630	5 141 292	5 186 158	
Industrial Medium Voltage (IND 2.1): SSEG		-	-	-	-	-	-	-	-	-	-	-	
Municipal: Street and Traffic lights (MUN1)		15	971	10 836	3 197 371	39 783	166 691	653 239	182 843	95 877	361 231	1 880 549	
Municipal: Low Voltage <80 Amp (MUN2)		50	336	2 054	681 511	26 931	76 944	66 205	11 107	84 488	224 611	202 333	
Municipal: Low Voltage >80 Amp (MUN3)		21	2 278	23 474	12 160 593	450 973	1 222 262	1 421 332	22 767	1 320 249	3 529 790	4 215 988	
NPA : Single Phase 20 Amp Prepaid (NPO1)		2	1	6	2 154	120	271	252	49	263	602	646	
NPA : LV > 60 Amp PP SARS Approved (NPO2)		4	7	72	23 779	1 030	2 649	2 300	153	3 227	7 652	6 921	
Sport: Low All Consumers (<80A) and Prepaid (SPO1)		14	17	171	56 437	2 444	6 288	5 460	362	7 658	18 161	16 426	
Sport: High Consumers (>80A) Maximum Demand (SPO2)		4	105	911	365 035	15 544	39 559	41 776	3 590	44 720	110 502	112 935	
Time of Use (Low Voltage>80Amp) TOU1		134	11 015	100 253	43 319 203	1 710 575	4 721 755	4 166 978	48 485	5 447 797	14 255 526	13 016 573	
Time of Use (Low Voltage>80Amp) TOU1 SSEG		6	450	4 210	1 503 183	69 717	134 055	160 768	45 617	196 512	384 060	558 071	
Time of Use (Medium Voltage) TOU2		35	23 863	234 843	112 898 133	4 324 977	11 145 414	10 878 860	42 354	14 314 889	35 960 091	36 273 902	
Time of Use (Medium Voltage) TOU2 SSEG		2	765	7 156	2 555 032	118 501	227 859	273 265	77 537	334 020	652 806	948 581	
Wheeling at low voltage (<400V) in c/kWh		-	-	-	-	-	-	-	-	-	-	-	
Wheeling at medium voltage (>400V) in c/kWh		-	-	-	-	-	-	-	-	-	-	-	
Availability		6 282	15 076	-	-	-	-	-	-	-	-	-	
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)													
Total:		35 545	112 944	891 414	371 520 214	15 959 313	41 023 236	39 237 716	2 585 141	45 794 927	113 667 781	115 837 242	-

The total costs per tariff were then calculated by applying the consumption quantities (for the specific tariff and the relevant load profile, network, meter type and customer size), to the costs per tariff cost category as shown in Table 53.

Table 53

STELLENBOSCH	EVE	REVENUES FROM CHARGES APPLICABLE FOR ALL MONTHS OF THE YEAR				HIGH SEASON REVENUES				LOW SEASON REVENUES				
TOTAL COSTS	Cust/y	Basic	Access	MD (kLL hours)	ALL Energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy	COST
TARIFF CODE		R/year	R/year	R/year	R/year	Rand /season	Rand /season	Rand /season	Rand /season	Rand /season	Rand /season	Rand /season	Rand /season	R/year
Domestic: Life Line PP		12 947 669	15 068 051	26 501 368	4 797 273	10 491 931	7 174 454	3 614 119	159 268	7 499 249	11 803 948	8 023 872	-	108 081 202
Domestic: Regular PP 20 Amp		13 456 158	18 279 158	32 148 996	5 819 605	12 727 835	8 703 381	4 384 313	193 210	9 097 391	14 319 453	9 733 815	-	128 863 316
Domestic: Regular PP <600 kWh/m		-	-	-	-	-	-	-	-	-	-	-	-	-
Domestic: Regular PP >600 kWh/m		2 403 905	8 870 509	14 807 230	3 401 514	6 047 725	5 068 609	2 618 273	3	5 266 765	8 748 732	5 629 606	-	62 862 872
Domestic: Regular 60 Amp 1 & 3 ph		3 248 972	12 042 160	20 101 556	4 617 726	8 210 089	6 880 891	3 554 437	4	7 149 897	11 876 841	7 642 472	-	85 325 045
Domestic: Renew able Energy (DOM5) SSEG w ith export		30 643	86 440	148 801	28 139	51 166	29 801	19 413	1 258	47 041	63 278	58 309	-	564 290
Commercial: Life Line20 Amp PP		36 400	74 684	84 149	14 785	22 906	19 824	9 265	355	23 439	42 888	24 500	-	353 196
Commercial: Low 40 Amp 1 & 3 ph PP		9 680	77 150	86 928	15 274	23 663	20 478	9 571	367	24 213	44 304	25 309	-	336 936
Commercial: Regular PP 80 Amp 1 & 3 ph		868 051	8 522 430	9 602 559	1 687 215	2 613 930	2 262 137	1 057 229	40 497	2 674 712	4 894 126	2 795 818	-	37 018 704
Commercial: Credit meters 80 Amps 1 & 3 ph		482 358	7 801 815	8 790 613	1 544 552	2 392 909	2 070 862	967 835	37 073	2 448 552	4 480 303	2 559 417	-	33 576 289
Commercial: Regular PP 80 Amp 1 & 3 ph		-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial: Renew able Energy (COM5) SSEG		15 797	89 806	154 595	29 235	53 159	30 962	20 169	1 307	48 873	65 741	60 580	-	570 223
Agricultural: Regular 80Amp 3 phase		128 970	625 161	1 027 586	255 237	357 183	282 547	151 005	13 230	399 828	716 879	481 146	-	4 438 772
AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & export		12 312	47 956	78 826	19 579	27 400	21 674	11 584	1 015	30 671	54 992	36 909	-	342 917
Large Pow er: Low Voltage > 80 Amp		759 238	5 221 281	8 425 843	3 305 895	5 117 933	4 279 180	2 051 216	5 664	5 316 353	9 575 001	5 544 355	-	49 601 959
Large Pow er: Low Voltage > 80 Amp SSEG		10 944	35 854	59 454	19 274	35 047	20 413	13 297	895	32 221	43 343	39 940	-	310 682
Industrial: Medium Voltage (IND2)		306 537	2 005 567	3 352 835	2 190 346	3 289 680	2 567 856	1 361 417	1 283	3 551 389	6 140 359	3 927 951	-	28 695 220
Industrial Medium Voltage (IND 2.1): SSEG		-	-	-	-	-	-	-	-	-	-	-	-	-
Municipal: Street and Traffic lights (MUN1)		-	1 432 589	2 942 085	459 799	224 294	284 667	605 940	38 726	176 310	457 201	1 509 405	-	8 131 016
Municipal: Low Voltage <80 Amp (MUN2)		62 230	197 291	205 152	92 480	143 275	123 993	57 949	2 352	146 607	268 258	153 245	-	1 452 832
Municipal: Low Voltage >80 Amp (MUN3)		85 158	1 957 607	3 576 971	1 682 610	2 446 373	2 008 360	1 268 545	4 822	2 335 977	4 298 575	3 255 920	-	22 920 918
NPA : Single Phase 20 Amp Prepaid (NPO1)		3 331	973	1 712	310	678	463	233	10	484	762	518	-	9 475
NPA : LV > 60 Amp PP SARS Approved (NPO2)		8 065	10 622	19 519	3 420	5 806	4 525	2 134	32	5 933	9 685	5 555	-	75 295
Sport: Low All Consumers (<80A) and Prepaid (SPO1)		16 335	25 210	46 324	8 116	13 779	10 738	5 064	77	14 082	22 986	13 184	-	175 895
Sport: High Consumers (>80A) Maximum Demand (SPO2)		16 416	90 351	138 811	50 508	84 319	65 001	37 285	760	79 125	134 569	87 218	-	784 363
Time of Use (Low Voltage>80Amp) TOU1		767 977	9 466 668	15 276 837	5 993 895	9 279 289	7 758 551	3 719 045	10 269	9 639 042	17 360 367	10 052 430	-	89 324 369
Time of Use (Low Voltage>80Amp) TOU1 SSEG		32 852	386 902	641 568	207 989	378 191	220 272	143 486	9 662	347 697	467 708	430 987	-	3 267 314
Time of Use (Medium Voltage) TOU2		596 045	14 027 673	23 450 962	15 320 091	23 009 235	17 960 536	9 522 251	8 971	24 839 728	42 947 941	27 473 538	-	199 156 970
Time of Use (Medium Voltage) TOU2 SSEG		34 060	449 819	714 619	346 714	630 436	367 189	239 189	16 422	579 605	779 660	718 447	-	4 876 159
Wheeling at low voltage (<400V) in c/kWh		-	-	-	-	-	-	-	-	-	-	-	-	-
Wheeling at medium voltage (>400V) in c/kWh		-	-	-	-	-	-	-	-	-	-	-	-	-
Availability		-	22 237 037	-	-	-	-	-	-	-	-	-	-	22 237 037
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)														
Total:		36 340 103	129 130 764	172 385 901	51 911 583	87 678 228	68 237 362	35 444 263	547 533	81 775 183	139 617 900	90 284 446	-	893 353 264

All the costs per tariff cost category are then adjusted, as shown in Table 54

STELLENBOSCH	UAN	QUANTITIES CHARGEBLE FOR ALL MONTHS OF THE YEAR				HIGH SEASON QUANTITIES				LOW SEASON QUANTITIES			
CONSUMPTION	Num ber of us	Number of POD's	Highest MD in year	Σ MDs all hours / 12	ALL Energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy	Energy Peak	Energy Standard	Energy Off-Peak	Reactive energy
TARIFF CODE		POD's	kVA	kVA	kWh	kWh	kWh	kWh	kvarh	kWh	kWh	kWh	kvarh
Domestic: Life Line PP		10 701	10 215	97 610	33 359 458	1 860 956	4 201 119	3 896 237	751 976	4 078 102	9 326 204	9 996 841	
Domestic: Regular PP 20 Amp		11 121	12 392	118 412	40 468 593	2 257 539	5 096 406	4 726 552	912 227	4 947 174	11 313 683	12 127 239	
Domestic: Regular PP <600 kWh/m		-	-	-	-	-	-	-	-	-	-	-	
Domestic: Regular PP >600 kWh/m		1 987	6 014	54 538	23 653 580	1 072 686	2 968 007	2 822 656	14	2 864 074	6 912 302	7 013 856	
Domestic: Regular 60 Amp 1 & 3 ph		3 607	8 164	74 038	32 110 919	1 456 225	4 029 218	3 831 896	20	3 888 124	9 383 796	9 521 660	
Domestic: Renew able Energy (DOM5) SSEG w ith export		13	59	548	195 677	9 075	17 451	20 928	5 938	25 581	49 995	72 647	
Commercial: Life Line20 Amp PP		30	51	310	102 816	4 063	11 608	9 988	1 676	12 746	33 886	30 525	
Commercial: Low 40 Amp 1 & 3 ph PP		8	52	320	106 210	4 197	11 991	10 318	1 731	13 167	35 005	31 533	
Commercial: Regular PP 80 Amp 1 & 3 ph		717	5 778	35 368	11 732 617	463 633	1 324 631	1 139 756	191 206	1 454 512	3 866 809	3 483 275	
Commercial: Credit meters 80 Amps 1 & 3 ph		536	5 289	32 378	10 740 564	424 431	1 212 627	1 043 384	175 039	1 331 526	3 539 851	3 188 746	
Commercial: Regular PP 80 Amp 1 & 3 ph		-	-	-	-	-	-	-	-	-	-	-	
Commercial: Renew able Energy (COM5) SSEG		7	61	569	203 296	9 429	18 130	21 743	6 169	26 577	51 942	75 476	
Agricultural: Regular 80Amp 3 phase		42	424	3 785	1 774 877	63 354	165 450	162 792	62 465	217 427	566 401	599 454	
AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & export		3	33	290	136 151	4 860	12 692	12 488	4 792	16 679	43 449	45 984	
Large Pow er: Low Voltage > 80 Amp		185	6 075	55 294	23 892 434	943 457	2 604 254	2 298 270	26 742	3 004 698	7 862 546	7 179 209	
Large Pow er: Low Voltage > 80 Amp SSEG		3	42	390	139 300	6 461	12 423	14 898	4 227	18 211	35 591	51 716	
Industrial: Medium Voltage (IND2)		18	3 412	33 576	16 141 289	618 351	1 593 484	1 555 374	6 056	2 046 630	5 141 292	5 186 158	
Industrial Medium Voltage (IND 2.1): SSEG		-	-	-	-	-	-	-	-	-	-	-	
Municipal: Street and Traffic lights (MUN1)		15	971	10 836	3 197 371	39 783	166 691	653 239	182 843	95 877	361 231	1 880 549	
Municipal: Low Voltage <80 Amp (MUN2)		50	336	2 054	681 511	26 931	76 944	66 205	11 107	84 488	224 611	202 333	
Municipal: Low Voltage >80 Amp (MUN3)		21	2 278	23 474	12 160 593	450 973	1 222 262	1 421 332	22 767	1 320 249	3 529 790	4 215 988	
NPA : Single Phase 20 Amp Prepaid (NPO1)		2	1	6	2 154	120	271	252	49	263	602	646	
NPA : LV > 60 Amp PP SARS Approved (NPO2)		4	7	72	23 779	1 030	2 649	2 300	153	3 227	7 652	6 921	
Sport: Low All Consumers (<80A) and Prepaid (SPO1)		14	17	171	56 437	2 444	6 288	5 460	362	7 658	18 161	16 426	
Sport: High Consumers (>80A) Maximum Demand (SPO2)		4	105	911	365 035	15 544	39 559	41 776	3 590	44 720	110 502	112 935	
Time of Use (Low Voltage>80Amp) TOU1		134	11 015	100 253	43 319 203	1 710 575	4 721 755	4 166 978	48 485	5 447 797	14 255 526	13 016 573	
Time of Use (Low Voltage>80Amp) TOU1 SSEG		6	450	4 210	1 503 183	69 717	134 055	160 768	45 617	196 512	384 060	558 071	
Time of Use (Medium Voltage) TOU2		35	23 863	234 843	112 898 133	4 324 977	11 145 414	10 878 860	42 354	14 314 889	35 960 091	36 273 902	
Time of Use (Medium Voltage) TOU2 SSEG		2	765	7 156	2 555 032	118 501	227 859	273 265	77 537	334 020	652 806	948 581	
Wheeling at low voltage (<400V) in c/kWh		-	-	-	-	-	-	-	-	-	-	-	
Wheeling at medium voltage (>400V) in c/kWh		-	-	-	-	-	-	-	-	-	-	-	
Availability		6 282	15 076	-	-	-	-	-	-	-	-	-	
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)													
Total:		35 545	112 944	891 414	371 520 214	15 959 313	41 023 236	39 237 716	2 585 141	45 794 927	113 667 781	115 837 242	-

The total costs per tariff were then calculated by applying the consumption quantities (for the specific tariff and the relevant load profile, network, meter type and customer size), to the costs per tariff cost category as shown in Table 53.

Table 53 to ensure that the target revenue is achieved.

Table 54

Basic adjust	Cap/MD djust	kWh adjust
9.09%	9.09%	0.00%

The following very important point must be noted:

- In the sales analysis it was shown that the calculated revenue using the sales data and tariff data does not exactly achieve the revenue as indicated in the trial balance.
- This is because of inaccurate data provided because of various reasons including journals made in Rand values but not is sales volumes.
- The target sales revenue will thus not be that in the trial balance but that calculated from current tariffs plus adjustments.
- The adjustments are to ad back the income foregone from FBE and deduct the additional revenue from streetlights which is an internal revenue.

The target revenue from the new cost reflective tariffs is shown in Table 55

- Table 56.

Table 55

TARGET REVENUE		-
Previously calculated revenue		877 225 107
Plus Income foregone 2021/2022		16 128 158
Plus addisional streetlight revenue		
Total		**893 353 264**

The summary data is shown in

Table 56.

Table 56

STELLENBOSCH				
TOTAL COSTS	**TOTAL**	**REFERENCE**	**OVERCHARGE**	**% Overcharge**
TARIFF CODE	**COST**	**TARIFF REVENUE**	**RAND**	**+% of Tariff**
Domestic: Life Line PP	108 081 202	41 322 861	-66 758 341	-161.6%
Domestic: Regular PP 20 Amp	128 863 316	76 202 265	-52 661 051	-69.1%
Domestic: Regular PP <600 kWh/m	-	-	-	#DIV/0!
Domestic: Regular PP >600 kWh/m	62 862 872	61 532 045	-1 330 827	-2.2%
Domestic: Regular 60 Amp 1 & 3 ph	85 325 045	81 967 098	-3 357 947	-4.1%
Domestic: Renew able Energy (DOM5) SSEG w ith export	564 290	514 090	-50 200	-9.8%
Commercial: Life Line20 Amp PP	353 196	302 319	-50 877	-16.8%
Commercial: Low 40 Amp 1 & 3 ph PP	336 936	272 869	-64 066	-23.5%
Commercial: Regular PP 80 Amp 1 & 3 ph	37 018 704	36 260 903	-757 801	-2.1%
Commercial: Credit meters 80 Amps 1 & 3 ph	33 576 289	30 664 191	-2 912 098	-9.5%
Commercial: Regular PP 80 Amp 1 & 3 ph	-	-	-	#DIV/0!
Commercial: Renew able Energy (COM 5) SSEG	570 223	563 957	-6 266	-1.1%
Agricultural: Regular 80Amp 3 phase	4 438 772	5 280 407	841 635	15.9%
AGRICULTURAL: Renew able Energy (AGRI 1.1) ow n use & export	342 917	403 781	60 864	15.1%
Large Pow er: Low Voltage > 80 Amp	49 601 959	83 870 311	34 268 353	40.9%
Large Pow er: Low Voltage > 80 Amp SSEG	310 682	693 172	382 490	55.2%
Industrial: Medium Voltage (IND2)	28 695 220	46 195 923	17 500 702	37.9%
Industrial Medium Voltage (IND 2.1): SSEG	-	-	-	0.0%
Municipal: Street and Traffic lights (MUN1)	8 131 016	9 375 971	1 244 955	13.3%
Municipal: Low Voltage <80 Amp (MUN2)	1 452 832	1 816 568	363 736	20.0%
Municipal: Low Voltage >80 Amp (MUN3)	22 920 918	25 797 909	2 876 991	11.2%
NPA : Single Phase 20 Amp Prepaid (NPO1)	9 475	6 335	-3 140	-49.6%
NPA : LV > 60 Amp PP SARS Approved (NPO2)	75 295	67 079	-8 216	-12.2%
Sport: Low All Consumers (<80A) and Prepaid (SPO1)	175 895	141 047	-34 848	-24.7%
Sport: High Consumers (>80A) Maximum Demand (SPO2)	784 363	593 760	-190 603	-32.1%
Time of Use (Low Voltage>80Amp) TOU1	89 324 369	111 082 718	21 758 349	19.6%
Time of Use (Low Voltage>80Amp) TOU1 SSEG	3 267 314	4 852 052	1 584 738	32.7%
Time of Use (Medium Voltage) TOU2	199 156 970	225 863 319	26 706 349	11.8%
Time of Use (Medium Voltage) TOU2 SSEG	4 876 159	7 274 304	2 398 146	33.0%
Wheeling at low voltage (<400V) in c/kWh	-	-	-	0.0%
Wheeling at medium voltage (>400V) in c/kWh	-	-	-	0.0%
Availability	22 237 037	24 269 495	2 032 459	8.4%
SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)	-			
Total.	893 353 264	877 225 107	-16 128 158	
	893 353 264	0.00%	-	

The results are illustrated below in **Figure 12** in % of cost and in **Figure 13** in Rand difference between cost and current revenue. The vertical axis refers to % over or under recovery and the horizontal axis refer to the tariff.

Figure 12

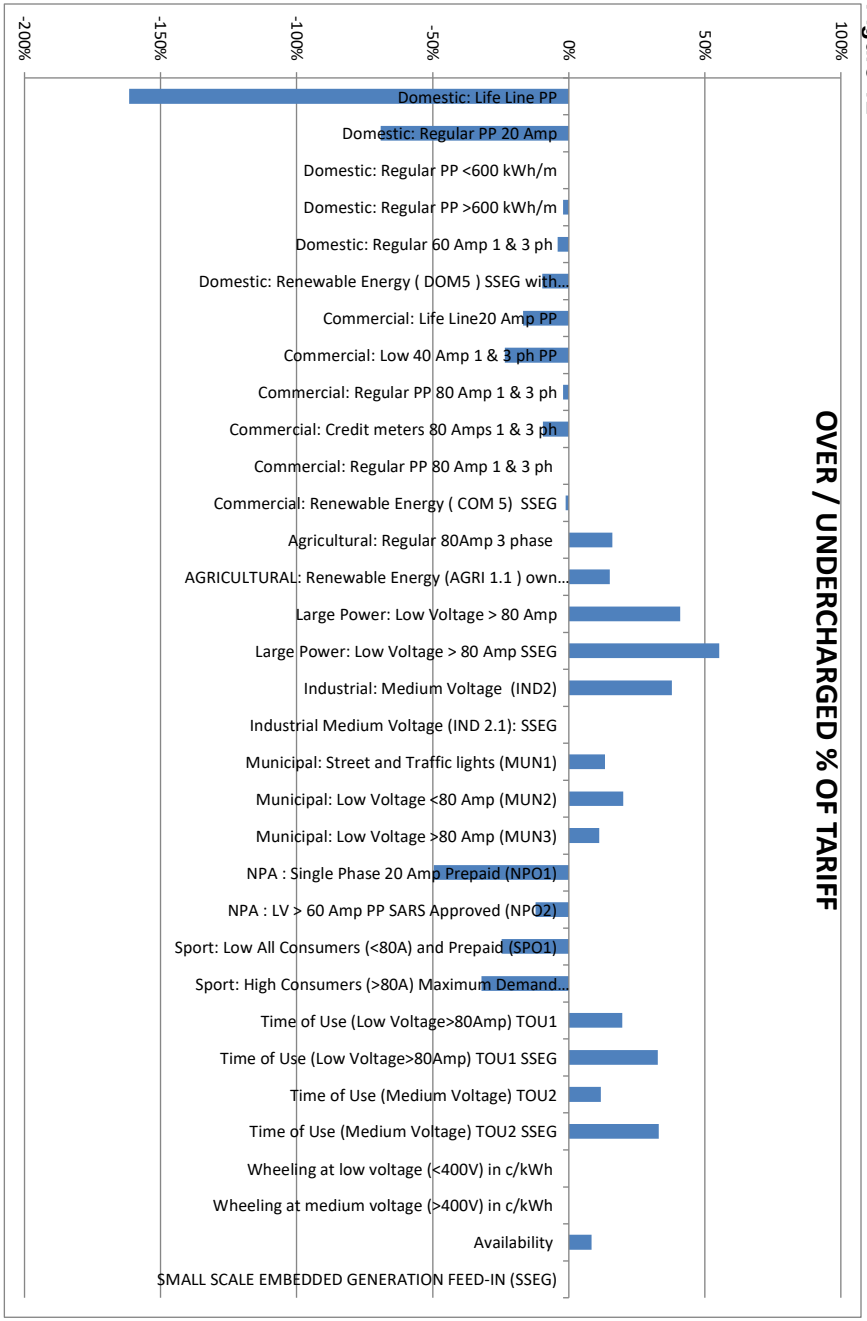
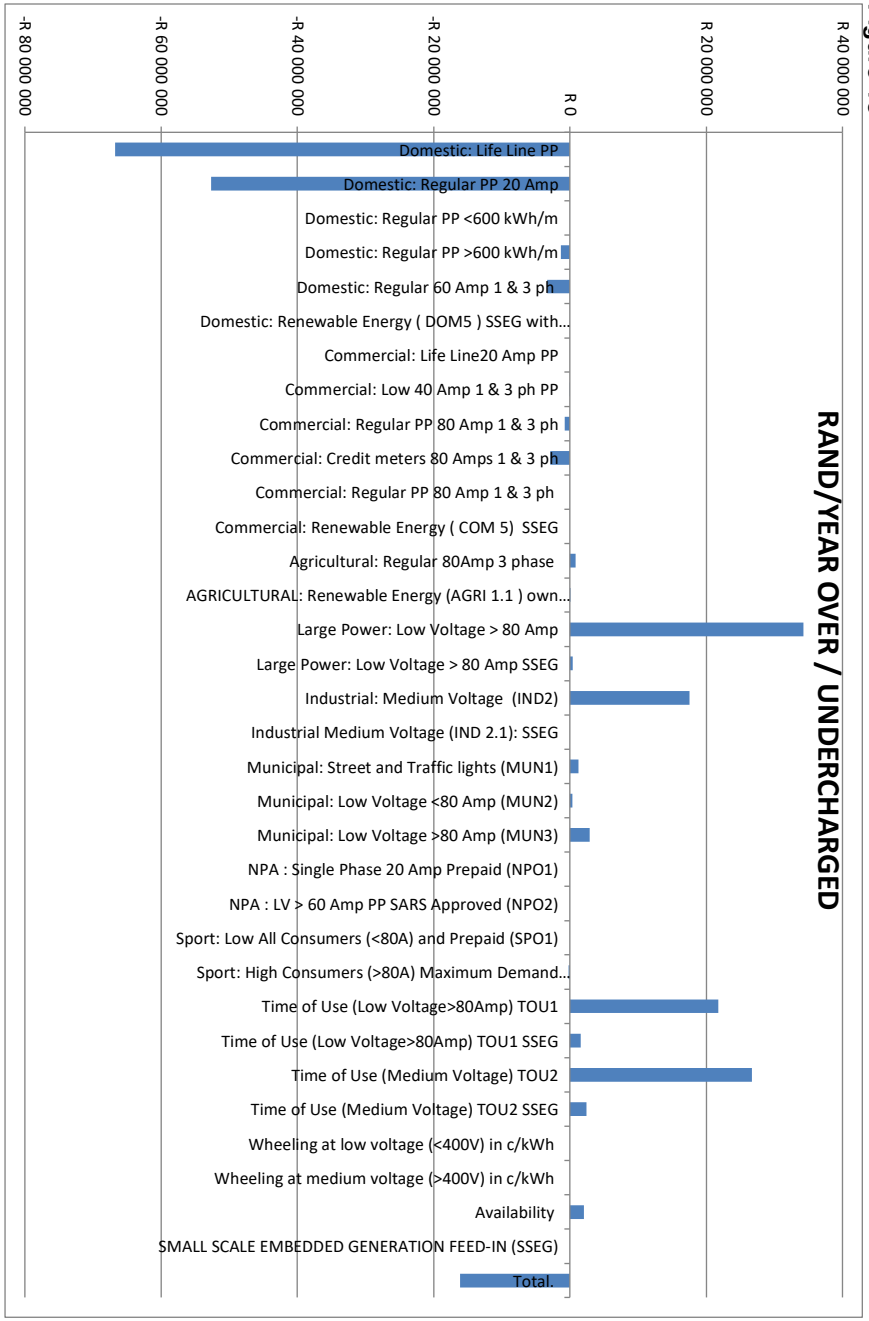


Figure 13



14. Tariff Structure Analysis

The cost of supply analysis shows the total cost vs revenue impact of the various tariffs. This section compares the current tariff components with the costs for the same tariff components. This is illustrated in Table 57Table 57**.**

Table 57

STELLENBOSCH												
TARIFF SIMPLIFICATION		2021/2022 TARIFFS							SIMPLIFIED COSTS 2021/2022			0.0%
TARIFF CHARGES		Customer service	Access	MD (aLL hours)	ALL Energy	Block 2	Block 3	Block 4	Basic	Access	Demand	kWh All
Nr	TARIFF NAME	R/cust/m	R/kVA/m	R/kVA/m	R/ kWh	50.00	300.00	600.00	R/month	R/kVA	R/kVA	R/kWh
1	Domestic: Life Line PP	-	-	-	-	-	1.699	2.532				3.240
1	Domestic: Regular PP 20 Amp	-	-	-	-	1.360	1.750	2.460				3.184
1	Domestic: Regular PP <600 kWh/m	-	-	-	-	1.360	1.750	2.460				
1	Domestic: Regular PP >600 kWh/m	186.20	-	-	-	1.358	1.742	2.457	1 093.98			1.555
1	Domestic: Regular 60 Amp 1 & 3 ph	229.69	-	-	-	1.358	1.742	2.457	817.70			1.555
1	Domestic: Renewable Energy (DOM5) SSEG with export	229.69	-	-	-	1.358	1.742	2.457	190.33	334.52		1.525
1	Commercial: Life Line20 Amp PP	-	-	-	2.940	-	-	-				3.435
1	Commercial: Low 40 Amp 1 & 3 ph PP	230.17	-	-	2.361	-	-	-	1 809.97			1.536
1	Commercial: Regular PP 80 Amp 1 & 3 ph	394.14	-	-	2.801	-	-	-	2 206.18			1.536
1	Commercial: Credit meters 80 Amps 1 & 3 ph	425.86	-	-	2.600	-	-	-	2 657.14			1.536
1	Commercial: Regular PP 80 Amp 1 & 3 ph	425.86	-	-	2.600	-	-	-				
1	Commercial: Renewable Energy (COM5) SSEG	425.86	-	-	2.600	-	-	-	190.33	334.516		1.525
1	Agricultural: Regular 80Amp 3 phase	467.03	-	-	2.842	-	-	-	3 528.15			1.497
1	AGRICULTURAL: Renewable Energy (AGRI 1.1) ow n use & export	467.03	-	-	2.842	-	-	-	342.00	324.962		1.497
1	Large Power: Low Voltage > 80 Amp	2 407.46	58.750	326.270	1.284	-	-	-	342.00	71.620	152.383	1.473
1	Large Power: Low Voltage > 80 Amp SSEG	2 407.46	58.750	326.270	1.284	-	-	-	342.00	71.620	152.383	1.468
1	Industrial: Medium Voltage (IND2)	4 564.69	58.750	323.860	1.267	-	-	-	1 419.15	48.987	99.858	1.427
1	Industrial Medium Voltage (IND 2.1): SSEG	4 564.69	57.820	323.860	1.267	-	-	-				
1	Municipal: Street and Traffic lights (MUN1)	-	-	-	2.932	-	-	-	37.74			1.175
1	Municipal: Low Voltage <80 Amp (MUN2)	-	-	-	2.666	-	-	-	103.72	99.927		1.450
1	Municipal: Low Voltage >80 Amp (MUN3)	-	-	361.680	1.222	-	-	-	342.00	71.620	152.383	1.423
1	NPA : Single Phase 20 Amp Prepaid (NPO1)	-	-	-	2.940	-	-	-				4.398
1	NPA : LV > 60 Amp PP SARS Approved (NPO2)	-	-	-	2.821	-	-	-	175.33	348.791		1.560
1	Sport: Low All Consumers (<80A) and Prepaid (SPO1)	-	-	-	2.499	-	-	-	100.83	348.791		1.560
1	Sport: High Consumers (>80A) Maximum Demand (SPO2)	-	-	360.470	1.144	-	-	-	342.00	71.620	152.383	1.476
1	Time of Use (Low Voltage>80Amp) TOU1	4 600.48	62.370	62.370	-	-	-	-	476.12	71.620	152.383	1.473
1	Time of Use (Low Voltage>80Amp) TOU1 SSEG	4 600.48	62.370	62.370	-	-	-	-	476.12	71.620	152.383	1.468
1	Time of Use (Medium Voltage) TOU2	8 708.10	63.390	60.280	-	-	-	-	1 419.15	48.987	99.858	1.427
1	Time of Use (Medium Voltage) TOU2 SSEG	60.28	63.390	60.280	-	-	-	-	1 419.15	48.987	99.858	1.439
1	Wheeling at low voltage (<400V) in c/kWh	-	-	-	0.280	-	-	-				
1	Wheeling at medium voltage (>400V) in c/kWh	-	-	-	0.243	-	-	-				
1	Availability	321.97	-	-	-	-	-	-	295.00			
1	SMALL SCALE EMBEDDED GENERATION FEED-IN (SSEG)	103.95	-	-	-	-	-	-	103.95			
	Total											

15. SUBSIDY ANALYSIS

The extent of the cross-subsidy impact on other consumers is calculated in Table 58 below.

Table 58

SUBSIDY ANALYSIS							
Tariffs to be subsidised	Customers	Tot Cost	Current revenue	Shortfall	FBE	Subsidy	% SUBSID
Domestic: Life Line PP	10 701	108 081 202	41 322 861	66 758 341	16 128 158	50 630 183	123%
Domestic: Regular PP 20 Amp	11 121	128 863 316	76 202 265	52 661 051		52 661 051	69%
Domestic: Regular PP <600 kWh/m	-	-	-	-		-	#DIV/0!
Domestic: Regular PP >600 kWh/m	1 987	62 862 872	61 532 045	1 330 827		1 330 827	2%
Domestic: Regular 60 Amp 1 & 3 ph	3 607	85 325 045	81 967 098	3 357 947		3 357 947	4%
Domestic: Renewable Energy (DOM5) SSEG with export	13	564 290	514 090	50 200		50 200	10%
TOTAL		**385 696 724**	**261 538 359**	**124 158 365**	**16 128 158**	**108 030 207**	
Total revenue excluding subsidy customers		615 686 748					
Total subsidy as % of Base revenue						**17.55%**	

This subsidy % is of non-subsidised revenue. We can thus say that the current cross-subsidy to domestic consumers, but specifically low usage (poor) consumers is more than 17% of non-subsidised revenue. This is considered close to unsustainable and should be reduced in the proposed future prices.

16. ESKOM MARGINAL COSTS

Table 59 shows the calculation of the marginal Eskom purchase costs domestic and RDP consumers. The marginal costs do not refer to the average Eskom purchase price but the price of the domestic customers on

its own. In other words, the impact that domestic customers have on increasing the access charge, maximum demand charge, energy charges during the various periods and the reactive energy charges.

Table 59

DOMESTIC ENERGY /MARGINAL ESKOM COST ANALYSIS						
MEGAFELX 2022/2023						
Eskom			0			
'Transmission network charges [R/kVA/m]		R/kVA/m	12.42			
Distribution network charges						
'Network capacity charge		R/kVA/m	24.18			
'Network demand charge		R/kVA/m	45.84			
'Urban low voltage subsidy charge [R/kVA/		R/kVA/m	-			
Energy charges				Ancillary service charge [c/kWh]	Electrification and rural network subsidy charge [c/kWh]	Total
'High demand season [Jun	Peak	R/kWh	481.44	0.60	11.73	493.77
	Standard	R/kWh	145.83	0.60	11.73	158.16
	Off Peak	R/kWh	79.21	0.60	11.73	91.54
'Low demand season [Sep - May]						
	Peak	R/kWh	157.03	0.60	11.73	169.36
	Standard	R/kWh	108.08	0.60	11.73	120.41
	Off Peak	R/kWh	68.54	0.60	11.73	80.87

Domestic characteristics										
DATA PER	HIGH SEASON			LOW SEASON						
BILLING CYCLE	P	S	O	P	S	O	Monthly LF	Annual LF	Reactive Energy	Losses
MONTH	kWh (FOR)	kWh (FOR)	kWh (FOR)	kWh (FOR)	kWh (FOR)	kWh (FOR)	%	%	% of kWh	
gReside	5%	13%	12%	12%	29%	30%	59.4%	44.9%	0.0%	8.77%
jDomRDP	6%	13%	12%	12%	28%	30%	46.8%	37.3%	2.3%	8.77%

Vending cost	PP cust	R/cust/m
6 674 919	23852.17	23.32045

EFFECTIVE R/KWH	'Transmission network charges [R/kVA/m]	Distribution network charges			Energy charges 'High demand season [Jun - Aug]			Energy charges 'Low demand season [Sep - May]			Reactive Energy	Sub-Total Energy	Total	Eskom Increase	Vending	GRAND TOTAL
c/KWH		'Network capacity charge	'Network demand charge	Urban low voltage subsidy charge [R/kVA/m]	Peak	Standard	Off Peak	Peak	Standard	Off Peak				2021/2022	R/cust/m	
	R/kVA/m	R/kVA/m	R/kVA/m	R/kVA/m	c/kWh	c/kWh	c/kWh	c/kWh	c/kWh	c/kWh	c/kWh	c/kWh	c/kWh	0.00%	R 23	
Eskom charges	**12.42**	**24.18**	**45.84**	**0**	**493.77**	**158.16**	**91.54**	**169.36**	**120.41**	**80.87**	**21.19**				c/kWh	c/kWh
gReside	4.12	8.02	11.50	-	24.36	21.59	11.88	22.31	38.27	26.08	0.00	**144.48**	**168.13**	168.1261	3.59	171.71
jDomRDP	4.964	9.665	14.589	-	29.96	21.66	11.63	22.52	36.61	26.36	0.48	**149.22**	**178.44**	178.4424	9.33	187.77
-																

The following in this respect:

- The Megaflex charges are those applicable to Stellenbosch municipality.
- The TOU consumption ratios and load factors were calculated from the representative load profiles.
- The monthly vending costs is the total vending cost divided by the number of customers divided by 12. This is then converted to a c/kWh for each domestic tariff category.
- This shows that the marginal cost of Eskom purchases for Indigent customers is more than 178 c/kWh in 2022/2023 values.
- The NERSA low benchmark does not even cover the marginal Eskom cost.
- If only the marginal vending costs is added it comes to more than 187 c/kWh.
- It is now clear that the first block domestic energy prices at 136 and 175 c/kWh does not even cover the marginal purchase costs and makes no contribution to the customer service and network costs. The perception that the revenue is made up in the more expensive bloc k 3 and 4 is a myth as more and more consumers are using less than the size of the 2 nd block.

17. KEY FINDINGS

The following key findings can be made in terms of the tariff levels and structures:

- Poor customers are seriously subsidised. This is because of the lack of fixed charges, the low first block energy rates and FBE.
- All domestic categories are undercharged because of the lack of fixed charges, the low first block energy rates.
- All Commercial categories are generally also undercharged.
- Agricultural consumers seem to be overcharged but remember that the true rural costs could not be isolated and thus the possible higher costs could not be calculated.
- All Bulk consumers, TOU and non-TOU at LV and at Mv are all overcharged.
- Streetlight and municipal tariffs are lightly overcharged.

- Availability charges are slightly low.

18. PRICING IMPLICATION.

In view of the findings from the COS study the following recommendations are made in respect of Pricing and setting of tariffs:

- It should be in line with the National Electricity Pricing Policy.
- All tariffs should be set as close as possible to the cost of supply.
- Indigent customers as registered in terms of indigent policy.
    - These customers limited to 20 Amps will continue to be charged on an IBT tariff with no fixed charges.
    - Free Basic Electricity (FBE) of 50 kWh/m off-set by equitable share but calculated based on the full cost not the first block price.
- Cross subsidisation of low usage domestic customers (poor but not indigent) customers could be done as follows:
    - Customers be limited to 20 Amps.
    - Retain IBT structure.
    - No FBE is granted.
- All small customers (domestic / business) > 20 Amp should have a fully cost reflective tariff:
    - A basic charge to reflect the fixed metering, billing, revenue collection and customer services costs.
    - A capacity charge based on the installed / limited capacity of the customer. In other words, the total network costs as calculated for that tariff before (using the relevant demand allocation method), is now divided by the customers' actual capacity. (note: The Rand/kVA figures cannot be used for tariff calculates as these refer to the actual ADMDs. The full network costs should be divided by the installed capacities.)
    - An energy charge that covers the full energy cost, losses and surplus mark-up.
- All large customers should be charged on a TOU tariff with structure and TOU slots as per the Eskom Megaflex tariff applicable to Stellenbosch including changes over time:
    - Basic charge.
    - Capacity charge based on the highest of the following:
        - Notified demand or highest **annual** maximum demand to cover Eskom Access charge plus dedicated municipal network costs.
    - Maximum demand charge based on **monthly** highest maximum during Peak and Standard Periods only. (the municipality insist to also apply the demand charge during off-peak periods. The consultant supports not charging the maximum demand charge during off-peak periods as it has been shown in other areas that some consumers can increase their consumption during these periods without jeopardising the municipal costs or infrastructure.)
    - Energy charges for:
        - High Demand (June, July and August) and Low demand (all other months)
        - Peak, Standard and Off-peak (See diagram below)
    - Reactive energy charge based on kvarh in excess of 30% of kWh during all peak and Standard period for both seasons.
    - Public holidays treated as the day they fall on.
    - The tariffs should be differentiated for:
        - small consumers (<100 kVA),
        - Bulk consumers at LV,
        - Bulk consumers at MV.
- Availability charges be slightly adjusted.

19. PRICING ISSUES RELATING TO WHEELING.

The current wheeling charges are shown in the Table 60 below.

Table 60

9. External Wheeling		
Customer received power at low voltage (<400V) in c/kWh	25,95	**28,00**
Customer received power at medium voltage (>400V) in c/kWh	22,48	**24,26**

A concern was raised that the municipality will lose revenue when this wheeling charge is applied. The following comments in this respect.

- The wheeling rate is not the big factor that will impact any revenue losses but the wheeling pricing policy.
    - The important principle supported is underpinned by the following principle: **The network costs are paid by the consumers and not be the wheelers.**
    - This is based on the principle that the costs are driven by the forward load, in other words that flowing to the consumers.
    - If additional maximum demand and access charges are going to be levied for the same networks, the maximum demand and access charges will have to be reduced to consumers.
    - It must also be noted that in most cases, all cases if wheeling contracts are managed correctly, the loads on the networks will be reduced at the higher voltages than that where the wheeler injects power.
    - This means that the losses on the higher voltage networks will also be reduced.
    - Furthermore the Eskom and Drakenstein supply maximum demand and access demands cannot be increased but will most probably decrease.
- The proposed wheeling pricing policy should thus state the following:
    - The consumer who receives the wheeled power (financially), the off-taker, must continue to pay the full tariff charges in respect of:
        - The basic charge to cover the basic consumer service costs such as service connection, metering, billing, etc.
        - An additional basic charge to cover any additional metering / admin costs.
        - The network charges: maximum demand and access (capacity) charges. These to be based on the consumers maximum monthly demand and the Access demand (highest of notified or highest maximum demand incurred since connection).
        - Energy charges for units provided by the municipality and not by the wheeler. (Shortfall).
    - The wheeler will pay the following charges:
        - The basic charge to cover the basic consumer service costs such as service connection, metering, billing, etc.
        - No access or maximum demand charges unless the demand on any of the networks are increased in any direction (normal flow or reverse flow.)

With this policy the municipality is protected against any revenue losses relating to customer services and networks. This will include part of the surplus made on electricity contained in these charges. The question thus remains what about the energy. The following should be noted in this respect:

- The potential loss to the municipality on energy only relates to the markup on energy.
- This is because instead of the municipality buying the power in bulk and selling it to the consumer it will be provided by the wheeler.
- The question thus is what the markup on energy is and what should it be. The following in respect to what it should be: The items which have merit as add on include the following:
    - The electricity surplus which raises many questions:
        - Is it the actual surplus as is currently made as calculated from a ringfenced cost of supply study?
        - The target surplus which must obviously be within the NERSA benchmark?
    - Cross subsidies to the poor which also raises many questions:
        - How should this cross-subsidy be calculated?
        - Should the rate change as the subsidy % change?
        - Should there by some cap on this level?
        - Should the cross subsidies not be done by way of the equitable share or other national grants?
    - **The network losses**. The following be noted in this respect:
        - The important point here is that the amount of energy injected into the system will be less than that reaching the consumer.

- Currently the markup is in the consumer energy bill which is obviously the smaller quantity after losses.
- In cases where injection is at the same voltage as off-take this impact would be minimal.
- In cases where injection is at a higher voltage as off-take the bill quantity will be less.
- If the wheeling charge is thus levied at the point of injection there would be a slight overcharge in respect f the losses of the particular agreement.

The actual markup on energy is different for every consumer category due to the recovery of network and customer services through the energy charge in some cases and where tariffs re not cost reflective. It is thus not really possible to calculate the current markup.

The next complication relates to whether the wheeling charge should be set as a % of sales or as a R/kWh. The following in respect:

- The current markups are mostly in % such as the surplus and cross subsidy to the poor.
- The typical markup on TOU energy charges is different in R/kWh and many cases in % values.
- The problem to charge the markup as a % of that it must be a % of energy sales. In the case of wheeling that would not be known as the price of energy is the subject of a private agreement between the wheeler and the off-taker.

An attempt will be made to evaluate the current wheeling charges by.

- The actual surplus made according to the COS study is 7.7%. The NERSA benchmark is between 10 and 20%.
- The cross subsidy to the poor is 17.55% at the moment. This should be reduced with the implementation of more cost reflective tariffs and limitation of poor consumer capacity.
- The average losses equals to 5.81%. This should however be excluded if the wheeling charge is levied on injected energy.
- The markup should be set as (1+7.7%)*(1+17.55%) = 26.6%

The calculation of the actual markup is shown in the Table 61 below. It compares well with the theoretical calculated %.

Table 61

WHEELING CALCULATIONS		
Theoretical markup on selling volume		33.96%
BULK DETAILS	**2021/2022**	
Energy	**Rand**	**kWh**
Franschhoek	R 45 911 731	147 192 674
Cloetesville	R 58 265 658	151 146 736
Stellenbosch	254 086 227.00	59 924 206
FRG	19 736 191	18 163 100
RIVERSMEET	15 668 831	13 575 710
VICTOR VERSTEL	1 838 499	2 347 765
	395 507 137	392 350 191
R/kWh 201/2022	R 1.0080	8.61%
R/kWh 2022/2023	R 1.0948	
FROM COS STUDY: Markup on sales volume		
Energy charges	554948964.1	371520214
Energy price R/kWh	R 1.4937	
Energy markup R/kWh	**R 0.3989**	
As % of energy cost	36.4%	
% of energy revenue	26.7%	

The calculated wheeling charge based on the assumptions made here looks more than the current wheeling charges.

20. SMALL SCALE EMBEDDED GENERATION (SSEG) PRICING INPUTS

The important issue in respect of SSEG customers is that they must be on a cost reflective tariff with fixed and capacity / demand charges close to cost plus TOU energy charges. A new TOU tariff for small consumers, <100 kVA, should developed. Any consumer can select this tariff, but all SSEG consumers must be on this tariff. It be subject to an application and payment for the supply and installation of a 4 wire, 4 quadrant TOU meter.

The SSEG Feed-in tariff, which caters for consumers who want to feed-in to the network, should be as follows:

- An additional basic charge to cater for the additional metering & administration costs to administer the feed-in.
- The energy credit rates are set at 90% of Eskom Megaflex TOU energy rates (excluding the non-TOU energy rates).
- The feed-in rate applies to any customer wanting to feed-in irrespective of whether they have a LV or MV connection.
- Various other conditions apply.

Currently SSEG consumers are on the standard domestic or commercial tariff if they do not wish to feed-in. This is problematic as the standard energy charges reflect a different load profile of a consumer with SSEG, especially if they are grid tied only (No batteries).

An analysis was done to determine the suitability of the 90% of Eskom TOU energy rates as feed-in rates and the impact of load shifting by SSEG consumers.

- The Tariff energy markup was shown to be about 26% or **40** c/kWh.
- Savings in feed-in energy.
    - Losses = 5,8%
    - Eskom non-TOU energy rate =
        - 'Electrification and rural network subsidy charge [c/kWh] = 10.8
        - 'Ancillary service charge [c/kWh] = 0.55
    - 10% TOU energy price discount = 10% of (aver R1.098/kWh) = 10.1 c/kWh
    - Total = 10.8+.55 +20% x 94c/kWh = **30.15** c/kWh

Thus if the feed-in rate is too low consumers will simply shift load from the evening to the day when they have surplus energy. That will mean that for every kWh shifting 40 + 30.15 = 60.15 c/kWh of net revenue would be lost.

It must also remembered that the industry is moving towards a competitive market where consumers will be allowed to buy their energy and sell their excess energy in the market. If the price paid for feed-in energy is too low, it will simple be sold to other traders. This means the savings that could be achieved by the municipality will be lost.

Eskom is paying its consumers at 100% of its TOU energy rates and this is becoming the norm. For Stellenbosch to become less dependant on Eskom bulk supply it must maximise the amount of energy it can purchase from its own consumer surpluses.

Currently the industry standard is that the value of feed-in energy may not exceed the value of energy purchased by the consumer within a financial year. This is an MFMA requirement. It is well known that Cape Town obtained approval from National Treasury to purchase more surplus energy from consumers than the value they buy. The following in this respect:

- Care should be taken not to buy such energy at a price that exceed the opportunity cost of savings in Bulk purchase costs from Eskom and Drakenstein. (Cape town incentive price is close to that).
- A provision must be made that in cases where network problems are experienced such purchase amounts will be limited.
- The municipality must implement measures to start monitoring the harmonics characteristic of inverters now being installed.
- In time filters should be investigated to overcome the harmonic problems that could be created in areas with significant amount of surplus renewable energy feed-in.

21. CONCLUSIONS

This detailed Ringfencing and Cost of supply study presented many different challenges. All these have been addressed and the results obtained are considered 90% accurate. The current tariffs were found needing major changes. These will send a clear signal about the value of capacity which in time will assist the municipality in controlling it costs which are largely dictated by capacity.

The COS study must now be workshopped internally and be approved by Council and then be submitted to NERSA. Once the budget process starts the proposed tariffs need to be submitted to proper public participation. Only once NERSA approval and public participation process is completed can implementation begin.

22. ANNEXURE

22.1. Allocation of network costs to tariff categories.

Before proceeding to calculation of unit costs the issues of how to allocate network costs to different tariff categories need to be explored. NRS058 explores various methods. It is the consultant's expert view that the method that best allocates costs to the category of customers who cause the high demand and thus high costs should be based on each category of customer's contribution to the system peak. Various approaches could be followed in this respect such as not just using one single peak demand but maybe the average of the highest week or average of the 12 highest demands etc. The problem is that this requires very accurate data. The work in previous sections have already illustrated the problems with the data obtained reflected mainly in the fact the peak in the Eskom profile data and that from the simulated profile differ such that one is in the morning and the next in the evening. This caused the requirement to analyse the impact using the different methods. The results for the allocation of network costs at the highest voltage level network are reflected in Table 62

DEMAND ALLOCATER METHODS COMPARED								
AVERAGE AND ACCESS METHOD								
	Customer group demand responsibility ratio							
N2	**D**	**L**	**A**	**B**	**C**	**E**		
		An LF	**P kWh/y**	**Tot kWh/y**	**P Ex MD**	**∑ Ex MD**	**Ex MD%**	**ENERGY RATIO**
aMVatHV	0.0%	60.38%	-	301 761 505	-	18 519.495	#DIV/0!	0.0%
bLPU MV	39.5%	60.38%	131 895 003	301 761 505	6 133.774	18 519.495	36.7%	43.7%
cLPU LV	23.8%	60.38%	69 833 353	301 761 505	4 610.257	18 519.495	52.0%	23.1%
dMunicS	3.8%	60.38%	13 783 673	301 761 505	468.908	18 519.495	26.8%	4.6%
eAgricu	0.7%	60.38%	2 051 143	301 761 505	118.023	18 519.495	47.9%	0.7%
fCommer	11.9%	60.38%	24 345 241	301 761 505	3 279.933	18 519.495	115.7%	8.1%
gReside	20.3%	60.38%	59 853 092	301 761 505	3 908.599	18 519.495	51.5%	19.8%
TOTAL			**301 761 505**					

N2	**Customer group excess demand**							
	C - excess demand	**Ave MD**	**Group energy**	**Hours in year**	**PF**	**Non-co-incidental MD**	**Group energy**	**Annual LF**
	kVA	**kVA**	**kWh/y**	**8760**	**%**	**kVA**	**kWh/y**	**%**
aMVatHV	-	-	-	8 760.0	90%	-	-	0.14%
bLPU MV	6 133.77	16 729.45	131 895 003	8 760.0	90%	22 863.2	131 895 003	65.85%
cLPU LV	4 610.26	8 857.60	69 833 353	8 760.0	90%	13 467.9	69 833 353	59.19%
dMunicS	468.91	1 748.31	13 783 673	8 760.0	90%	2 217.2	13 783 673	70.97%
eAgricu	118.02	246.47	2 051 143	8 760.0	95%	364.5	2 051 143	64.24%
fCommer	3 279.93	2 835.85	24 345 241	8 760.0	98%	6 115.8	24 345 241	45.44%
gReside	3 908.60	7 591.72	59 853 092	8 760.0	90%	11 500.3	59 853 092	59.41%
Total	**18 519.49**	**38 009.41**	**392 350 191**	**61 320.0**		**56 528.9**	**301 761 505**	

NON CO-INCIDENTAL MD

DEMAND ALLOCATER METHODS COMPARED

N2		**NON CO-INCIDENTAL MD**	**AVERAGE AND ACCESS METHOD**	**ENERGY RATIO**	**CO-INCIDENTAL PEAK DEMAND METHOD**	**LF**	**Ave & Access Adustment factor**
aMVatHV		0.0%	0.0%	0.0%	0.0%	0.1%	#DIV/0!
bLPU MV		40.4%	39.5%	43.7%	33.0%	65.9%	90.4%
cLPU LV		23.8%	23.8%	23.1%	19.1%	59.2%	103.0%
dMunicS		3.9%	3.8%	4.6%	3.4%	71.0%	82.3%
eAgricu		0.6%	0.7%	0.7%	0.4%	64.2%	97.5%
fCommer		10.8%	11.9%	8.1%	10.2%	45.4%	147.4%
gReside		20.3%	20.3%	19.8%	21.9%	59.4%	102.5%
0		0.0%	0.0%	0.0%	0.0%	45.3%	
		100%	100%	100%	88%		

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Table 62

DEMAND ALLOCATER METHODS COMPARED								
AVERAGE AND ACCESS METHOD								
	Customer group demand responsibility ratio							
N2	D	L	A	B	C	E		
		An LF	P kWh/y	Tot kWh/y	P Ex MD	∑ Ex MD	Ex MD%	ENERGY RATIO
aMVatHV	0.0%	60.38%	-	301 761 505	-	18 519.495	#DIV/0!	0.0%
bLPU MV	39.5%	60.38%	131 895 003	301 761 505	6 133.774	18 519.495	36.7%	43.7%
cLPU LV	23.8%	60.38%	69 833 353	301 761 505	4 610.257	18 519.495	52.0%	23.1%
dMunicS	3.8%	60.38%	13 783 673	301 761 505	468.908	18 519.495	26.8%	4.6%
eAgricu	0.7%	60.38%	2 051 143	301 761 505	118.023	18 519.495	47.9%	0.7%
fCommer	11.9%	60.38%	24 345 241	301 761 505	3 279.933	18 519.495	115.7%	8.1%
gReside	20.3%	60.38%	59 853 092	301 761 505	3 908.599	18 519.495	51.5%	19.8%
TOTAL			301 761 505					

N2	Customer group excess demand							
	C - excess demand	Ave MD	Group energy	Hours in year	PF	Non-co-incidental MD	Group energy	Annual LF
	kVA	kVA	kWh/y	8760	%	kVA	kWh/y	%
aMVatHV	-	-	-	8 760.0	90%	-	-	0.14%
bLPU MV	6 133.77	16 729.45	131 895 003	8 760.0	90%	22 863.2	131 895 003	65.85%
cLPU LV	4 610.26	8 857.60	69 833 353	8 760.0	90%	13 467.9	69 833 353	59.19%
dMunicS	468.91	1 748.31	13 783 673	8 760.0	90%	2 217.2	13 783 673	70.97%
eAgricu	118.02	246.47	2 051 143	8 760.0	95%	364.5	2 051 143	64.24%
fCommer	3 279.93	2 835.85	24 345 241	8 760.0	98%	6 115.8	24 345 241	45.44%
gReside	3 908.60	7 591.72	59 853 092	8 760.0	90%	11 500.3	59 853 092	59.41%
Total	18 519.49	38 009.41	392 350 191	61 320.0		56 528.9	301 761 505	

NON CO-INCIDENTAL MD
DEMAND ALLOCATER METHODS COMPARED

N2		NON CO-INCIDENTAL MD	AVERAGE AND ACCESS METHOD	ENERGY RATIO	CO-INCIDENTAL PEAK DEMAND METHOD	LF	Ave & Access Adustment factor
aMVatHV		0.0%	0.0%	0.0%	0.0%	0.1%	#DIV/0!
bLPU MV		40.4%	39.5%	43.7%	33.0%	65.9%	90.4%
cLPU LV		23.8%	23.8%	23.1%	19.1%	59.2%	103.0%
dMunicS		3.9%	3.8%	4.6%	3.4%	71.0%	82.3%
eAgricu		0.6%	0.7%	0.7%	0.4%	64.2%	97.5%
fCommer		10.8%	11.9%	8.1%	10.2%	45.4%	147.4%
gReside		20.3%	20.3%	19.8%	21.9%	59.4%	102.5%
0		0.0%	0.0%	0.0%	0.0%	45.3%	
		100%	100%	100%	88%		

This shows the following:

The following in this respect:

- All methods yield similar results.
- The energy ratio method seems out of line with the other methods, as is to be expected.
- The average and access method and Non-co-incidental methods are almost identical.
- From the profiles it is clear that the annual peak demands are mainly caused by residential customers.
- The co-incidental peak demand methods best reflect this reality which will show domestic costs even higher.

For simplicity's sake and close results with the Average and access method the non-co-incidental peak demand method was used as basis to allocate all network costs.

22.2. Definitions.

Ampere (A): The unit in which electric current is measured being the rate of flow of electric current through a conductor and which is comparable to the rate of volume of water flow through a pipe.

Capacity utilisation. – This refers to the extent to which the capacity that has been installed for a customer has been utilised by the customer.

Charges. – This refers to different charges that a customer has to pay such as a charge for energy or charge for installed capacity.

Clients. – This refers to other contacts of the utility such as contractors, consultants, etc.

Connection fee: The minimum, once-off, up-front payment for new or additional capacity

Consumers. – This refers to any user of electricity whether it be an illegal connected supply, unpaid supply or third-party person.

Cross subsidy. – This refers to cases where one set of customers are subsidised by another set of customers because their tariff does not cover their cost of supply.

Customer. – This refers to a consumer that is legally connected to the electricity network, is contracted with the supply utility and is paying their dues.

Demand charge: A R/kVA or R/kW charge which is time and/or seasonally differentiated and is applied to the chargeable demand registered during the month.

Demand tariffs. – This refers to tariffs that charge for the maximum demand taken by the customer every month.

Diversity Factor: This is defined as the ratio of the sum of individual consumers' non-coincident maximum demands to the total maximum demand of a group, which is an indication of the extent to which the same capacity can be used for different consumers

Electrical Energy – This refers to the amounts of units of electricity consumed. This is normally measured for a month.

Gigawatt (GW): Equal to one thousand MW or one million kW.

Inter tariff cross subsidies. – This is where one category of customers is cross-subsidising another category of customers.

Intra tariff cross subsidies. – This is where there is cross subsidisation between the different customers within a particular customer category such as high usage customers cross-subsidising low usage customers.

kWh (kilo Watt hour) – This is the unit of measure for energy. It means 1000 of Watt hours. In other words, if a 100 Watt globe was burning for 10 hours.

Kilovolt-Ampere (kVA): The product of volts and amperes times 1 000, i.e. V x A x 1 000. This is a measure of "apparent" electrical power.

Kilowatt (kW): The product of kVA and power factor which is a measure of "true" electrical power. The expression for kW is V x A x power factor x 1 000.

Kilowatt-hour (kWh): The total amount of energy used in one hour by a device that requires one kilowatt of power for continuous operation, i.e. the product of kilowatts and hours.

kVA (kilo Volt Ampere) – This is the unit of measure for maximum demand. It includes the real and reactive components of power.

kW (kilo Watt) – This is also a unit of measure for maximum demand but only the real component. Here the calculation is done over a 1-hour period. The maximum demand taken by ten 100-Watt globes equals to 1 kW.

Load factor. – This refers to the amount of electricity consumed by a customer in a billing period relative to the amount of energy that could have been consumed had the appliances been kept on all the time. This indicates how effective the capacity had been used.

Load factor (LF) annual: Total kWh/y divided by the highest maximum demand in the year times 12 times the total hours in the year. (Total kWh for year) ÷ (Highest maximum demand in year x 12 x hours in year).

Load factor (LF) average monthly: Total kWh/y divided by the sum of the maximum demands of all months in the year times 12 times the total hours in the year. (Total kWh for year) ÷ (Sum of 12 maximum demands in year hours in year).

Life line. – This refers to a tariff that provides support, subsidy, discount to customers. This is usually not available to all customers and provide more support at low consumption levels and become more expensive at high consumption levels.

Maximum demand. – This refers to the maximum demand that the customer places on the network normally averaged over a half hour period.

Megawatt (MW): Equal to one million Watts or 1 000 kW.

Network voltage. – This refers to the voltage at which the network operates. This voltage is usually higher to transfer large amounts of power.

Network capacity. – This refers to the maximum rating of the network equipment that has been installed to supply a customer. This is expressed as kVA or A (Amperes).

Point of delivery (POD): A physical point on the electrical network, where electricity is delivered to a customer, usually the metering point.

Point of supply: It could be a single point of delivery to a customer or a specific group of points of delivery on the System from where electricity is supplied to the customer.

Power Factor (PF): The ratio kW / kVA indicates the ratio of “true” electrical power to “apparent” electrical power, i.e. the ratio of useful work to the total quantity of volts and amperes supplied.

Reactive energy charge: In case of Megaflex, it is levied on every kvarh which is registered in excess of 30% of the kWh supplied during the specified periods of the month.

Supply voltage. – This refers to the voltage at which customers are supplied. The supply voltage for households is usually 240 V (volt).

Single energy rate tariff. – This refers to a tariff that only has one charge and that is a simple energy charge eg. 25 c/kWh.

Seasonal tariffs. - This refers to tariffs where the price for electricity consumed during different seasons of the year is different. This is because there is a much higher demand for electricity typically in Winter making it more expensive to provide.

Tariff. – A tariff is the combination of various charges as mentioned above to make up a tariff applicable for a specific customer category.

Tariff structure. – This refers to the type of charges in the tariff as well as the relative sizes of the different charges.

Tariff restructuring. – This refers to the process of changing the charges in a tariff but also the relationship with other tariffs.

Two part tariff. - This refers to a tariff that has a single energy rate plus a fixed charge, sometimes called a basic charge. For example, the tariff has a basic charge of R100/month and an energy rate if 105 c/kWh.

TOU (Time of Use) tariffs. - This refers to tariffs where the electricity consumed at different times of the day is measured separately and are charged for differently.

Time-of-use (TOU) tariff: A tariff that has different energy rates for different time periods and seasons in order to reflect different cost of supply at different times more accurately.

Voltage discount. – This refers to a discount applied to customers supplied at higher voltages because it is cheaper to supply, and the customer incurs more costs to transfer the energy for their own applications.

Voltage (V): Measure of electric pressure that drives electric current through a conductor.

Watt (W): The unit of electrical power or energy transfer equivalent to one ampere flowing due to an electrical pressure of one volt at unity power factor, W = V x A

22.3. Abbreviations

<	less than	CRC	Current replacement cost.
≤	less than or equal to	ROA	Return on Assets
>	greater than	HV	High Voltage ≥ 40 kV
≥	greater than or equal to	MV	Medium Voltage ≥ 1000 V < 40 kV
A	ampere	LV	Low Voltage < 1000 V
c	cents	COS	Cost Of Supply
c/kvarh	cents / reactive kilovolt-ampere-hour	POD	Point of delivery
c/kWh	cents per kilowatt-hour	FBE.	Free Basic Electricity
CPI	consumer price index	EPP	South African Electricity Pricing Policy
GWh	gigawatt-hour	MFMA.	Municipal Finance Management Act
km	kilometre	MSA	Municipal Systems Act
kVA	kilovolt-ampere	IBT	Inclining Block Rate Tariff
kvarh	reactive kilovolt-ampere-hour	CRC	Current replacement cost.
kV	kilovolt	LF	Load factor
kW	kilowatt	COS	Cost Of Supply
kWh	kilowatt-hour	POD	Point of delivery
MVA	megavolt-ampere	POS	Point of Supply
N/A	Not applicable	FBE.	Free Basic Electricity
NERSA	National Electricity Regulator of South Africa	EPP	South African Electricity Pricing Policy
NMD	Notified Maximum Demand	MFMA.	Municipal Finance Management Act
PF	Power factor	MSA	Municipal Systems Act
R	Rand	IBT	Inclining Block Rate Tariff
R/kVA	Rand per kilovolt-ampere		
R/kW	Rand per kilowatt		
TOU	Time-of-Use		
V	volt		
VAT	value added tax		
W	watt		

7.6.6	**STATUS UPDATE AND MAINTENANCE PLAN OF THE STELLENBOSCH WASTEWATER TREATMENT WORKS**

Collaborator No: **746259**
IDP KPA Ref No: **Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: STATUS UPDATE AND MAINTENANCE PLAN OF THE STELLENBOSCH WASTEWATER TREATMENT WORKS

2. PURPOSE

To inform the Executive Mayor and Mayoral Committee about the current status and maintenance plan at the Stellenbosch Wastewater Treatment Works (WWTW) for this financial year.

3. DELEGATED AUTHORITY

FOR NOTIFICATION.

4. EXECUTIVE SUMMARY

The Municipality experienced a temporary outage at the Stellenbosch WasteWater Treatment Works (WWTW) on 9th February 2023 due to a pump issue as a result of wear and tear due to loadshedding. This was resolved within two hours of the outage being experienced.

A secondary temporary outage was experienced on 28th February 2023, due to an unplanned breakdown in the mechanical screens works. The Municipality immediately activated our internal maintenance team as well as the service provider to repair the screens and unblock the flow. The repair was completed by 17.30 the same day on 28th February 2023.

It is further recorded that the second outage was unrelated to the first outage and that this was not a continuous flow of treated effluent from the first to the second outage.

The status of maintenance items at the plant at present are as follows:

All flow has been stabilized and operations have resumed to acceptable treated effluent discharge standards.

Mechanical Membranes: All 48 mechanical membranes have been inspected by the Infrastructure Water Services Senior Manager and will be inspected by our qualified water treatment service provider. All but one is operational, which is not a risk at present.

Inlet Screens: The Inlet screens are being manually raked by staff where required. Our specialist service provider has also been to site to repair the one defective inlet screen.

Fine Screens: Three of the four repaired fine screens are operational at present. The fourth screen requires a bearing to be replaced and this is being sourced at present.

Emergency overflow sludge Ponds: Emergency ponds are only an emergency facility for unplanned spillages and have been maintained in order to ensure that they are fit for purpose should the need arise again.

The Telemetry SCADA (Supervisory Control and Data Acquisition) software system is in working order and may require an upgrade within the next financial year.

5. RECOMMENDATIONS

(a) that the Executive Mayor and Mayoral Committee to note that the status of the plant, in light of recent outages, is intact and operational; and

(b) that longer term maintenance items which may be required will be packaged and presented in terms of budget, staff and equipment items and will presented in preparation for the 2023-24 budget process.

6. DISCUSSION / CONTENTS

6.1 Background

6.1.1 Stellenbosch WWTW process overview

The Stellenbosch WWTW uses state-of-the-art process units and equipment to treat a large (35 MLD million litres per day design capacity) volume of wastewater from the Stellenbosch Town area. The upgraded Works started treating wastewater in 2017 and is designed to cater for the expansion of the town until 2035.

The main processes are:

- ***Inlet Work*** (Screening, De-gritting & Fine Screening)
- ***Flow Splitter***
- ***Activated Sludge Plant*** (Anoxic, Anaerobic & Surface Aeration Zones, Recycling Pumps, Secondary Settlers & UV Disinfection)
- ***Membrane Bio-Reactor*** (Anoxic, Anaerobic & FBDA Aeration Zones & UF Membrane Units)
- ***Dewatering Plant*** (Aerobic Digester & Belt Presses)
- ***Maturation/Emergency Ponds***.

The complexity and size of the Treatment Works requires the requisite skills complement, process controller staff complement, enabled by the current operation and maintenance budget.

6.1.2 Legal requirements on Process Controllers

Regulation 17 from the Water Services Act 108 (1997) requires a Class A Wastewater Treatment Works to have the following staff compliment:

- 1 X Class V per shift as Supervisor of Process Controllers
- 1 X Class IV per shift as Process Controller
- 1 X Class III per shift as Process Controller
- 1 X Class II per shift as Process Controller
- 2 X Class I per shift Process Controllers
- 1 X Trainee Process Controller (Class 0) 1 X Class III per shift

The Stellenbosch WWTW requires 4 X Shifts (12 hour per shift) to ensure overtime remains sustainable and allow for staff to take leave.

The Stellenbosch WWTW therefore requires a total Process Controller staff compliment of:

- 4 X Class V as Supervisors of Process Controllers
- 4 X Class IV per shift as Process Controller

- 4 X Class III per shift as Process Controller
- 4 X Class II per shift as Process Controller
- 8 X Class I per shift Process Controllers
- 4 X Trainee Process Controller (Class 0) 1 X Class III per shift

6.1.3 Industry standards on WWTW Infrastructure maintenance

The industry standard for maintenance on large Wastewater Treatment infrastructure is between 6 and 11% of Capital Value per year. The Capital Spend on this site was approximately R450 million. The required maintenance budget per year for this treatment works is equal to R27mil per year (based on 2017 values).

Effective maintenance also requires the following elements:

- Comprehensive Asset Management System
- Maintenance Planner/Manager
- Minimum of one dedicated Maintenance Team that consists of the following technical staff members:
    - Millwright, Electrician, Artisan/Fitter and 2 Artisan Assistance.

6.2 Discussion

6.2.1 RECENT OUTAGES EXPERIENCED*:*

The Municipality experienced a temporary breakdown in the mechanical screens at the Stellenbosch WWTW works on 28 February 2023. This caused all the flow from the Membrane section to be diverted to the Activate Sludge Plant (ASP) section.

However, the full flow was too large for the ASP section to handle and the result was that some of the sludge overflowed along with the clean (treated) effluent.

The Municipality immediately activated our internal maintenance team as well as the service provider to repair the screens and unblock the flow. The repair was completed by 17.30 the same day on 28th February 2023. The levels of the emergency ponds had returned to normal and the spillage was stopped.

This was not raw/untreated effluent which was discharged from the plant, but only the sludge that overflowed together with the treated effluent (clean water). It also needs to be stated that the above spillage was not a 10-day spillage as purported on social media by some residents but was remedied the same day.

There was a separate outage on the 9th February 2023 due to a pump issue as a result of continued load shedding. This outage was experienced due to equipment operating under additional wear and tear, due to the constant on-and-off switching as a result of loadshedding. This issue was resolved immediately on site within two hours.

6.2.2 CURRENT MAINTENANCE ITEMS RESPONSE:

The status of maintenance items at the plant at present are as follows:

6.2.2.1 All flow has been stabilized and operations have resumed to acceptable treated effluent discharge standards.

6.2.2.2 Mechanical Membranes: All 48 mechanical membranes have been inspected by the Infrastructure Water Services Senior Manager and will be inspected by our qualified water treatment service provider. All but one are operational, which is not a risk at present.

6.2.2.3 Inlet Screens: The Inlet screens are being manually raked by staff where required. Our specialist service provider has also been to site to repair the one defective inlet screen.

6.2.2.4 Fine Screens: Three of the four repaired fine screens are operational at present. The fourth screen requires a bearing to be replaced and this is being sourced at present.

6.2.2.5 Emergency overflow sludge Ponds: Emergency ponds are only an emergency facility for unplanned spillages and have been maintained in order to ensure that they are fit for purpose should the need arise again.

6.2.2.6 The Telemetry SCADA (Supervisory Control and Data Acquisition) software system is in working order and may require an upgrade within the next financial year.

6.2.2.7 Landscaping will also be effected with existing on-site staff and maintenance teams from other Municipal Departments.

6.3 Financial Implications

No financial implications for the current 2022-23 budget since current maintenance activations will be handled within the existing municipal budget.

This item is for notification and status update purposes only. A follow-up item will be prepared for the 2023-24 budget if necessary.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

None at present. The current organogram and existing funded posts as well as critical funded posts are being prioritised and filled at present.

6.6 Previous / Relevant Council Resolutions:

None.

6.7 Risk Implications

Continuous loadshedding puts additional strain on the system which we want to mitigate through additional generators. Generators, however, is not designed to cope with prolonged outages.

6.8 Comments from Senior Management:

None requested.

7.6.7	**REQUEST FOR APPROVAL OF THE DRAFT COMPREHENSIVE INTEGRATED TRANSPORT PLAN 2022-2026**

Collaborator No: **746231**
IDP KPA Ref No: **Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: REQUEST FOR APPROVAL OF THE DRAFT COMPREHENSIVE INTEGRATED TRANSPORT PLAN 2022-2026.

2. PURPOSE

That Council approves the Draft Comprehensive Integrated Transport Plan (CITP) 2022-2026.

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). CITP's are valid for a five-year period, are overhauled / reviewed every 5 years and are updated annually.

The CITP is strategic in nature and focusses on the longer-term outcomes as derived from national, provincial legislation as well as from local policies and inputs. The CITP guides the restructuring and development of the transportation network and services. Extensive consultations had been carried out with the public and with interested and affected parties in order to achieved the desired outcomes of the CITP. Outcomes from the CITP includes:

- Improved mobility, access and travel times;
- Reduction of congestion and parking challenges;
- Affordability of transport to all users of the system,
- An increased use of non-motorised transport (NMT).

The CITP also presents the Municipality's long term transport vision and objectives, and provides the strategy that would enable the Municipality to realise its transport vision. The proposed draft transport vision for the Municipality is:
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 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. DISCUSSION / CONTENTS

6.1 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 last CITP for Stellenbosch Municipality was prepared for the period 2016-2020, with the last annual update completed in June 2020. An update of the CITP for the period 2022 to 2026 commenced in January 2022 and represents its 5 yearly **review / overhaul**.

6.2 Discussion

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 realise its transport vision.

The Comprehensive Integrated Transport Plan (CITP) is strategic in nature and focusses on the longer-term outcomes as derived from national, provincial legislation as well as from local policies and inputs. The CITP therefore guides the restructuring and development of the transportation network and services. Outcomes from the CITP includes:

- Improved mobility, access and travel times.
- Reduction of congestion and parking challenges.
- Affordability of transport to all users of the system.
- An increased use of non-motorised transport (NMT).

The review / overhauling of the CITP requires (amongst others) that:

- Every aspect of the previous CITP must be re-examined to see if it is still up to date.
- Revisions and updates of the previous CITP where necessary and relevant new aspects added.
- Preparation of a new Transport Register.
- 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.
- Provide an update of progress made with previously proposed action plans and projects, and propose additional plans and projects.

The most significant development initiative in Stellenbosch is the Adam Tas Corridor Development (ATC). The Adam Tas Local Spatial Development Framework was adopted by Council in 2021. The CITP proposes that the transport impacts of development proposals contained in this local spatial development framework, be carefully considered, and proposes that specialist transport studies be undertaken to best support and unlock this development initiative.

Public consultations are essential to the successful development of a CITP. Below is a summary of consultation sessions previously held*:*

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
- Two open days for the public and any interested and affected party to attend, held in Stellenbosch and in Franschhoek.

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

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.

6.7 Risk Implications

This report addresses risks associated with Transport within the Municipal area, and endeavours to mitigates such risk.

ANNEXURES

Annexure A: Draft CITP 2022-2026

ANNEXURE A

B/SM 13/21-66.2: REVIEW OF THE STELLENBOSCH COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Stellenbosch CITP 2022 – 2026 – Final Draft 2

13 March 2023

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Quality information

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Acronyms

1LM	FIRST- AND LAST MILE
4IR	FOURTH INDUSTRIAL REVOLUTION
ACSA	AIRPORTS COMPANY OF SOUTH AFRICA
AI	ARTIFICIAL INTELIGENCE
AM	ANTE MERIDIEM (BEFORE NOON)
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
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
OLS	OPERATING LICENCE????
OLP	OPERATING LICENSE PLAN
PM	POST MERIDIEM (AFTER MIDDAY)
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
PT	PUBLIC TRANSPORT
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
SRA	STELLENBOSCH RATE PAYERS ASSOCIATIN
SSW	SOMERSET WEST
SU	STELLENBOSCH UNIVERSITY
TCT	TRANSPORT FOR CAPE TOWN
TDM	TRANSPORT DEMAND MODEL
TOD	TRANSIT ORIENTED DEVELOPMENT
WCG	WESTERN CAPE GOVERNMENT

Table of Contents

1 INTRODUCTION 1
1.1 Legal Basis for the Preparation of Integrated Transport Plans 1
1.2 Purpose of the CITP 1
1.3 Area Covered by the Stellenbosch CITP 1
1.4 Institutional and Organisational Arrangements 2
1.5 Liaison and Communication Mechanisms 3
1.6 Contents of the ITP 3
2 TRANSPORT VISION & OBJECTIVES 5
2.1 Introduction 5
2.2 Context Setting 5
2.3 Vision 13
2.4 Objectives 15
2.5 Preferred Future Transport Scenario 16
2.6 Future Transport Concept 23
3 TRANSPORT REGISTER 24
3.1 Demographic and Socio-Economic Characteristics of Stellenbosch Municipality 24
3.2 General Overview of the Transportation System 25
3.3 Roads and Traffic 42
3.4 Freight Transport 54
4 SPATIAL DEVELOPMENT FRAMEWORK 56
4.1 Introduction 56
4.2 Policy Directives 56
4.3 Transport Related Spatial Challenges 58
4.4 Summary of Development Proposals and the Implications on Transport 58
4.5 Adam Tas Corridor 59
5 TRANSPORT NEEDS ASSESSMENT 66
5.1 Transport Needs Assessment from June 2020 CITP Review 66
5.2 Assessment of the Transport Status Quo 67
5.3 Transport Needs Identified during Stakeholder Consultation Process 71
5.4 Future Travel Demand Estimation 72
6 PUBLIC TRANSPORT PLAN 74
6.1 Introduction 74
6.2 Policies and Strategies 74
6.3 Overall Network Design 77
6.4 Commuter Rail Plan 79
6.5 Contracted Services Plan 81
6.6 Non-contracted Services Plan 83
6.7 Operating License Plan (OLP) 83
6.8 Dedicated HOV Lanes 84
6.9 Summary of key public transport interventions and projects 85
7 TRANSPORT INFRASTRUCTURE STRATEGY 87
7.1 Introduction 87
7.2 Parking 99
7.3 Maintenance 99
7.4 Traffic Management 99
7.5 Design Standards (NMT & Public Transport orientated) 100
7.6 Future Transport Solutions Development 100
8 TRANSPORT DEMAND MANAGEMENT (TDM) STRATEGY 102
8.1 Introduction 102
8.2 TDM Categories 107
8.3 TDM Objectives 108
8.4 Future Solutions Developments/Proposed Interventions 108
9 NON-MOTORISED TRANSPORT PLAN 110
9.1 Introduction 110
9.2 External themes and approaches 111
9.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, Proposals 112
9.4 Stakeholder Engagement 112

9.5 Key Issues, concerns ... 113
9.6 Strategic Objectives ... 113
9.7 Future Solutions Developments / Proposed Interventions ... 113
9.8 Future Solutions Developments / Proposed Interventions ... 117
10 FREIGHT TRANSPORT STRATEGY ... 119
10.1 Introduction and Background ... 119
10.2 Objectives ... 121
10.3 Review of Legislation ... 122
10.4 Current Freight Challenges ... 123
10.5 Strategic Freight Network ... 124
10.6 Environmental Challenges ... 129
11 OTHER TRANSPORT RELATED STRATEGIES ... 133
11.1 Introduction ... 133
11.2 Law Enforcement ... 133
11.3 Safety and Security ... 134
11.4 Tourism ... 136
11.5 Universal Access ... 137
11.6 Fire Services and Disaster Management ... 137
11.7 Transport Communication Strategy ... 138
12 FUNDING ... 140
12.1 Current Funding Sources ... 140
12.2 Funding objectives ... 144
12.3 Context setting and current Realities ... 147
12.4 Future Solution Developments/Proposed Interventions ... 150
13 STAKEHOLDER CONSULTATION ... 152
13.1 Introduction ... 152
13.2 Legislative Framework ... 152
13.3 Identified Gaps and Recommendations ... 152
13.4 Vision ... 153
13.5 Process ... 153
13.6 Conclusion ... 159
14 Bibliography ... 161

Tables

Table 3.1: Modal Split for Stellenbosch ... 26
Table 3.2: Minibus Passenger Volume ... 27
Table 3.3: Minibus Route Problems and Solutions ... 28
Table 3.4: Revised Local Routes for Stellenbosch Municipality ... 29
Table 3.5: Revised Inter-Municipal Routes for Stellenbosch Municipality ... 29
Table 3.6: Routes serving the Various Ranks in Stellenbosch ... 29
Table 3.7: Distance and Average Travel Time per Local Route ... 30
Table 3.8: Distance and Average Travel Time per Inter-municipal Route ... 31
Table 3.9: Average Passenger Waiting Time ... 31
Table 3.10: Commuter Bus Service in Stellenbosch ... 32
Table 3.11: Rail Rates ... 34
Table 3.12: Rail Ridership ... 34
Table 3.13: Tour Bus Operators ... 35
Table 3.14: Daily Tour Bus Screen-Line Counts: Stellenbosch ... 35
Table 3.15: List of Healthcare Facilities and Locations in Stellenbosch Municipality ... 37
Table 3.16: Household Satisfaction (Metrorail) ... 39
Table 3.17: Household Satisfaction (Minibus-taxi) ... 39
Table 3.18: Household Satisfaction (Bus) ... 40
Table 3.19: Average Household Travel Times by mode of transport ... 40
Table 3.20: Transport problems identified by Households (NHTS, 2020). ... 41
Table 3.21: Kilometres of Stellenbosch Municipality Road Network by Functional Class ... 43
Table 3.22: Stellenbosch Municipality Roads and Connections ... 44
Table 3.23: Road Conditions ... 46
Table 3.24: Inbound and Outbound Traffic Volumes (Weekday AM Peak Hour) ... 48
Table 3.25: Inbound and Outbound Traffic Volumes (to/from central Stellenbosch) over defined cordon (Weekday and AM and PM Peak Hours) ... 50
Table 4.1: Land Use Bulk Summary ... 61
Table 5.1: Transport problems identified by Households (NHTS, 2020) ... 67

Table 6.1: Strategic Focus Areas 74
Table 6.2: Policy Objectives Against Stellenbosch Municipality Context 75
Table 6.3: Proposed Rail Improvements and Interventions from Previous CITP(s) 79
Table 6.4: Proposed Public Transport Projects and Initiatives 86
Table 7.1: Environmental Challenges in transportation 90
Table 7.2: Summary Transport Infrastructure Plan Key Intervention and Initiatives 101
Table 8.1: Summary of Recommendations 105
Table 8.2 Transport Demand Management Plan Key Intervention and Initiatives 109
Table 9.1: Extent of Proposed NMT Network 114
Table 9.2: Details of Short Term NMT Projects for SM 114
Table 9.3: Key NMT Interventions 117
Table 10.1: Short-, Medium-, and Long-Term Initiatives 123
Table 10.1: Key Freight Intervention and Initiatives 131
Table 12.1: National allocations to Stellenbosch Municipality 140
Table 12.2: Provincial allocations to Stellenbosch Municipality 141
Table 12.3: Provincial Infrastructure Projects and Programmes – MTEF Period 2022/23 - 2024/25 143
Table 12.4: Provincial Department of Transport and Public Works Investment Projects and Programmes 144
Table 12.5: Capital (and planning) Budget: Infrastructure Services 146
Table 12.6: Sources of funding and budget per source for the MTEF 146
Table 12.7: Summary of projects and programmes and for the MTEF period 147
Table 12.8: Five-Year Budget (from CITP 2016-2020) 147
Table 12.9: General and Public Transport Frameworks 149

Figures

Figure 1-1: Stellenbosch Local Municipality Locality 2
Figure 1-2: Stellenbosch Local Municipality 2
Figure 2-1: Vision and Strategic Focus Areas for the Greater Stellenbosch 9
Figure 2-2: Translation of the Vision into the development of the Transport System 9
Figure 2-3: Strategic Transport Interventions provided in the IDP 10
Figure 2-4: Stakeholder Engagement and Participation Process Summary 14
Figure 3-1: Age Cohorts and Dependency Ration 25
Figure 3-2: Taxi Ranks within Stellenbosch University 27
Figure 3-3: Railway line in Stellenbosch 33
Figure 3-4: NMT Definition 36
Figure 3-5: Existing Sidewalk Infrastructure in Stellenbosch with Cycle Facilities (Green) 37
Figure 3-6: Existing Sidewalk Facilities in Kylemore/Pniel/Franschhoek and Existing Cycle Facilities (Green) 37
Figure 3-7: Radial layout of major and secondary roads serving central Stellenbosch 44
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 44
Figure 3-9: Network of Major Roads in Stellenbosch Municipal Area 45
Figure 3-10: Location of five major access points to Stellenbosch town where traffic volume surveys have been done in 2022 46
Figure 3-11: Location of nine major intersections in Stellenbosch Municipal area where traffic volume surveys have been done in 2022 47
Figure 3-12: Location of one Intersection in Franschhoek where traffic volume surveys have been done over a weekend in 2022 (R45/Excelsior/Lambrechts) 48
Figure 3-13: 2022 AM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch 50
Figure 3-14: 2022 PM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch 51
Figure 3-15: Stellenbosch CBD as defined in 2021 Parking Study 53
Figure 3-16: Formalised bus system and park and ride concept as suggested in Stellenbosch SDF 53
Figure 3-17: Heavy Vehicle Volumes Sourced from Number Plate Survey (2018) 54
Figure 3-18: Location of Existing Weighbridge 55
Figure 4-1: Stellenbosch Hierarchy of Settlements, Linkages and Investment Priorities 57
Figure 4-2: Consolidated Concept Capturing the 7 Principles Mentioned above 58
Figure 4-3: Stellenbosch Municipal Spatial Development Framework 60
Figure 4-4: Adam Tas Development Corridor Densification Proposals 62
Figure 4-5: Adam Tas Corridor Movement Network Structure 64
Figure 5-1: Indication of congestion in Stellenbosch in February 2020 (Bruwer. Andersen) 69
Figure 6-1: Overall network design 78
Figure 6-2: Proposed Rail Phased Approach 80
Figure 6-3: Uniepark/Oner Papegaaiberg Loop 81
Figure 6-4: Added School Loop 83
Figure 6-5: Dedicated HOV Lanes 84
Figure 6-6: Possible Integration Opportunities 85
Figure 7-1: Portions of the Proposed Eastern Link Road allowed for in the 10 year budget 93
Figure 7-2: Alignment of Possible Future Western Bypass (yellow) and Eastern Link (blue) 94
Figure 7-3: Alignment of link road currently being designed between R44 and R310 – basically the third option from the 2019 Stellenbosch RMP – SRMP002 94

Figure 7-4: Possible roads master plan for Jamestown – status unknown 96
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) 96
Figure 7-6: Planned Option 2 for dualling of Dorp Street between the R44 and the R310 (Adam Tas Road) 98
Figure 7-7: Planned upgrade of R310/Alexander Street intersection 98
Figure 7-8: Planned upgrade of R44/Merriman Street intersection 99
Figure 8-1: Potential Development of Distell at Klapmuts – 2019 SDF – Gapp Architects 103
Figure 10-1: Stellenbosch Major Freight Routes 119
Figure 10-2: Existing and Future Industrial Areas 120
Figure 10-3: Agri-Processing within Stellenbosch Municipality 121
Figure 10-4: Typical VWS site 124
Figure 10-5: Carbon Intensity of Transport Modes 125
Figure 10-6: Stellenbosch Rail Infrastructure 126
Figure 10-7: Stellenbosch Major Freight Routes/Rail Interceptions/Industrial Areas 127
Figure 10-8: Possible Hazardous/Abnormal Goods Network 128
Figure 10-9: Environmental Impact of Transport and Logistics 129
Figure 11-1: Fatal Crashes and Road User Fatalities 133

Appendices

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)

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 very 5 years.

The last CITP for Stellenbosch Municipality was prepared for the period 2016-2020, with the last annual update completed in June 2020. An review of the CITP for the period 2022 to 2026 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 830km^2 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 Franshoek, as well as the settlements of Klapmuts, Koelenhof, Kylemore, Johannesdal, Pniel, Jamestown and Raithby as shown in **Figure** 1-2. The 2020 Socio-economic Profile published by the Western Cape Government 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/km^2.

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.

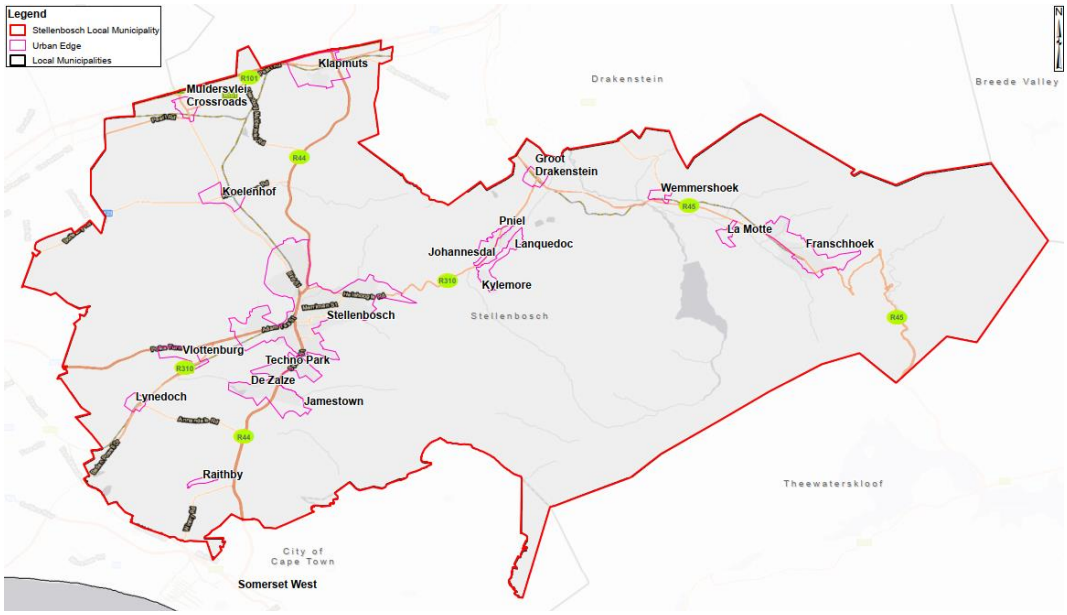


Figure 1-2: Stellenbosch Local Municipality

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 CITP 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) -
- Western Cape Government 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 2022-2026 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 spatial development frameworks 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 CITP, limited additional surveys and counts were done and most of the information contained in the Transport Register was either taken from the last CITP update or from data collected prior subsequently, but not forming part of the overhaul process. A CITP overhaul process often is based on outputs from a travel demand forecast, which would then form the basis for certain proposals and projects put forward in such a plan. However, for the overhaul of this CITP no travel demand forecasting model was used.

The most significant new development initiative and local spatial development framework 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 Spatial Development Framework was adopted in 2021 and it therefore was key to assess the transport proposals contained in this local spatial development framework, as well as 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 Spatial Development Framework (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 Panning* 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 CITP) 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 Spatial Development Framework, Sectoral Plans, Infrastructure Plans and Financial Strategies. The CITP 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 CITP update and the CITP 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.

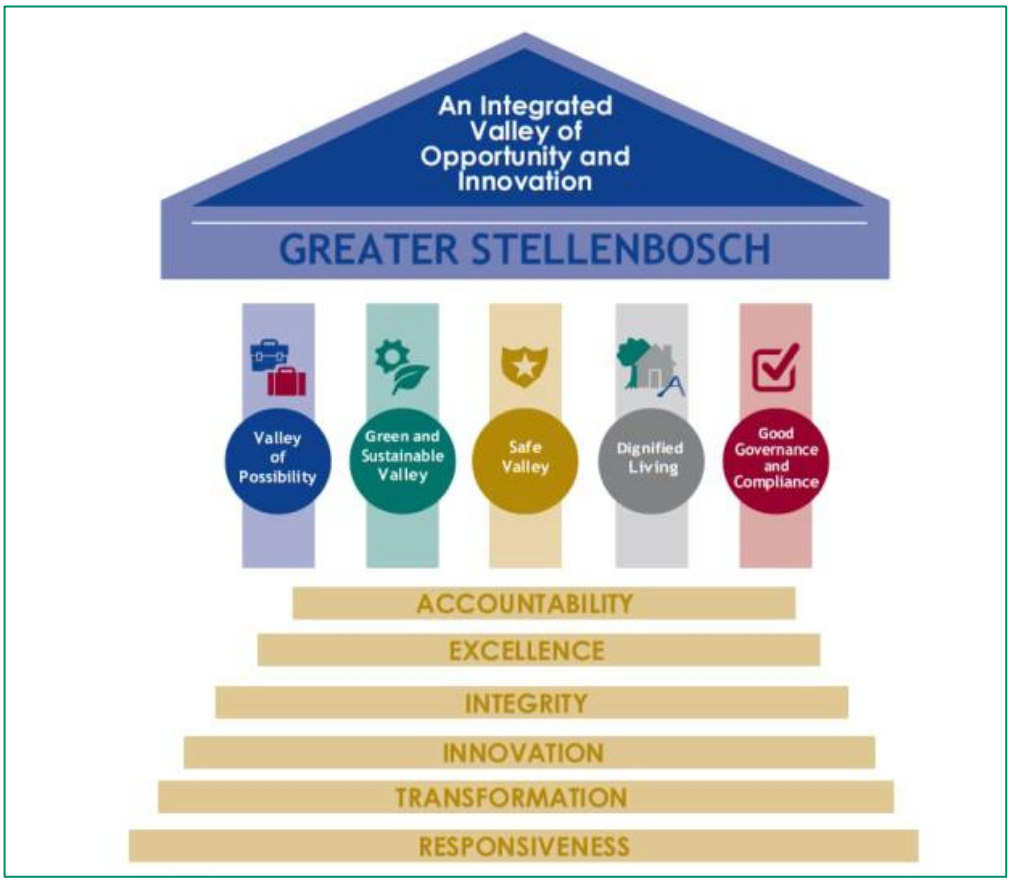


Figure 2-1: Vision and Strategic Focus Areas for the Greater Stellenbosch

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 CITP is shown in Figure 2-2.

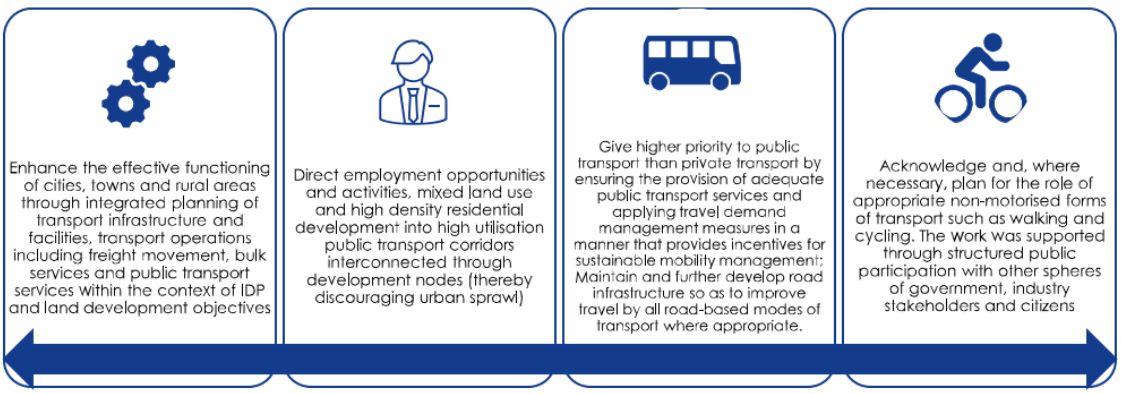


Figure 2-2: Translation of the Vision into the development of the Transport System

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).

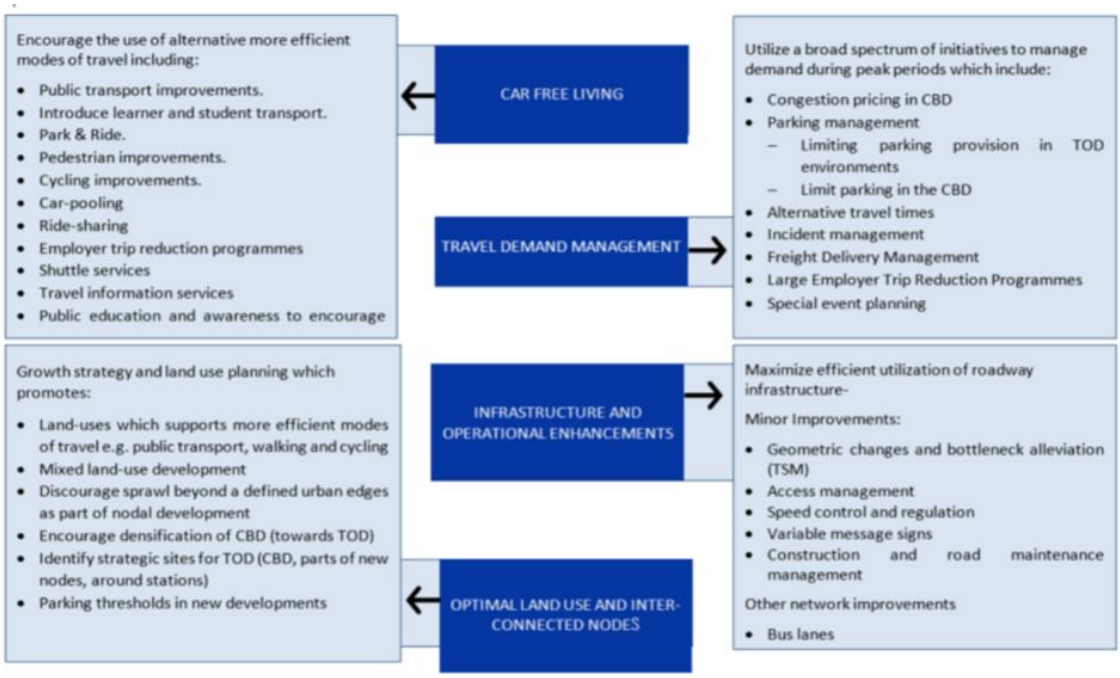


Figure 2-3: Strategic Transport Interventions provided in the IDP

2.2.6 Previous Stellenbosch Municipality CITP(s)

The previous CITP 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 Spatial Development Framework (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
- Western Cape Government (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 2^0C and achieve a Nett 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.

- Western Cape Government (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 is it 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

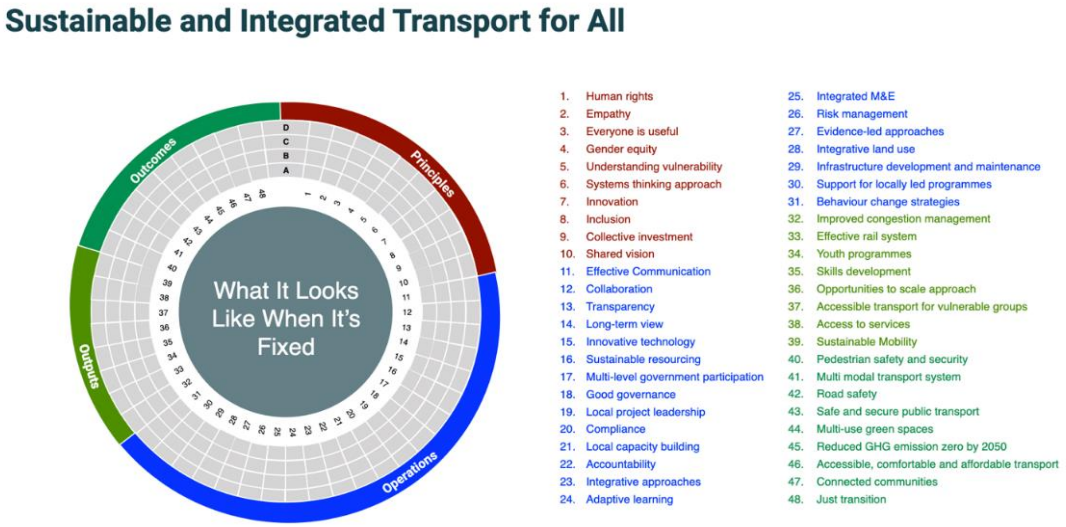


Figure 2-4.

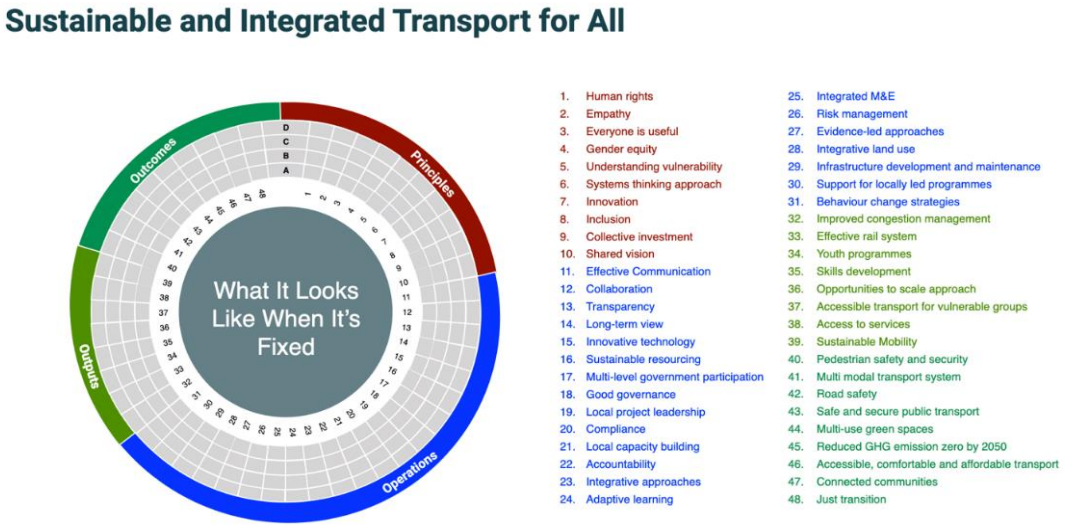


Figure 2-4: Stakeholder Engagement and Participation Process Summary

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
1. Designated, controlled and policed freight route through the Municipal Area, 2. Routes for transportation of hazardous freight, and 3. Efficient over-load control.

Safety & Security
1. Prioritise safety and security of all 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
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 patters, 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 CITP, 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

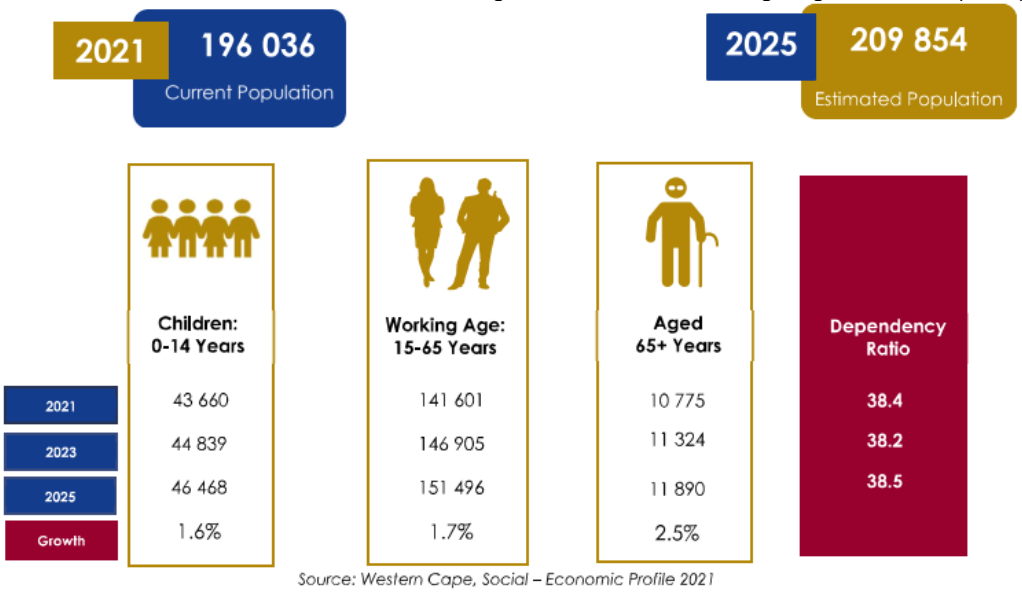
The objective of the Transport Registry is to provide an overview of the current land transport system operations within Stellenbosch Municipality. It reflects various aspects of the area which include demographics, the transport system status quo, system management, performance levels, and the status 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

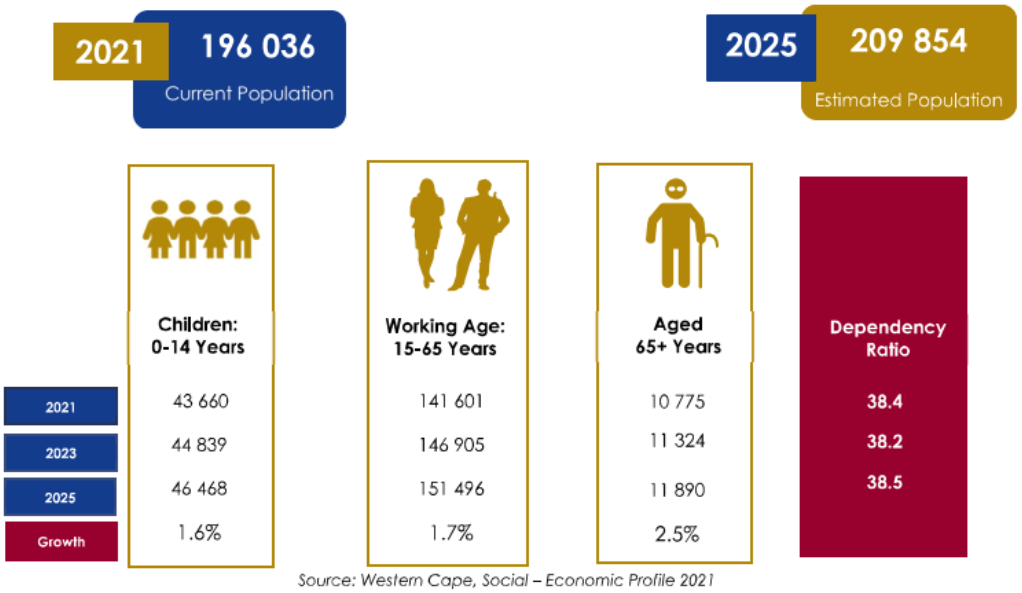
3.1.1 Population

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 Ration

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 (GDPR) 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 CITP 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, Kuils 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 Western Cape Government.

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).

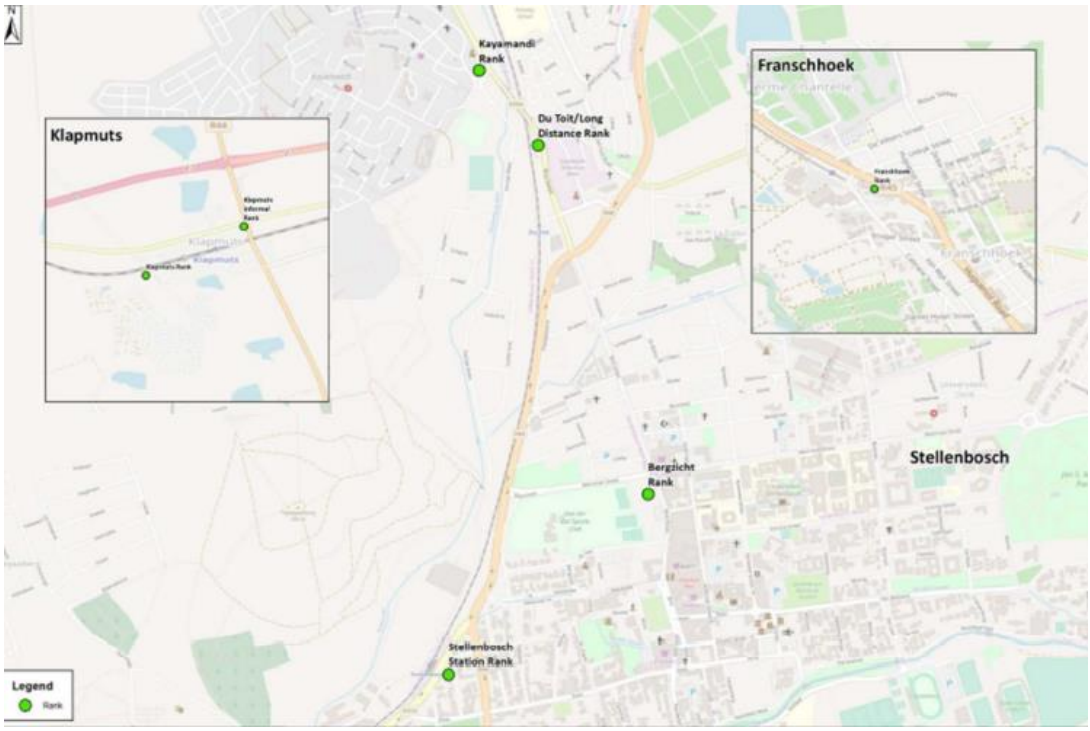


Figure 3-2: Taxi Ranks within Stellenbosch University

(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	%
Bergzight	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
• 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	• 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, Cloetesville, Jamestown, Koelenhof, Vlottenburg, Lynedoch Station, Devon Valley, Elsenberg, Jonkershoek and the R310;
- Between Stellenbosch and Klapmuts, Pniel, Kylemore, Lanquedoc, Franschhoek;
- Between Franschhoek and surrounding residential areas and farms, 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 - Vlottenburg/ 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 - Kuilsrivier		
Franschhoek 4 routes	755	Franschhoek - Paarl	755, 873	
	G15	Klapmuts - Paarl	G15, G57	
	G59	Klapmuts-Dandarach Farms Paarl		
	N42	Franschhoek - Paarl Mall		
Kayamandi 2 routes	N12	Stellenbosch (DuToit) –Bellville (long distance rank)		
	Q80	Kayamandi-Lwandile		

Table 3.6 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, Vlottenburg/ Lynedoch Station/Devon Valley, Kylemore/ Pniel/ Lanquedoc, Jonkershoek, Elsenburg, Kayamandi IM: Somerset West,	656, 665, 670, 662, 663, 667, 675, 673, Y48, 676

No.	Facility Name	Destinations Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	Route Nos per Rank
2.	Kayamandi	Stellenbosch CBD	676
3.	Du Toit	IM: Lwandile, Bellville LD: Eastern Cape destinations	N12, Q80
4.	Stellenbosch Station	IM: Somerset West, Kuilsrivier	669, A88
5.	Franschhoek	C: Franschhoek Plase, Stellenbosch IM: Paarl, Paarl Mall	A96, Z47
6.	Klapmuts Winelands Centre	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59
7.	Klapmuts	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59

Table 3.7 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 - Kuilsrivier	No data		
Franschhoek	755	Franschhoek - Paarl	36.3	61	01:00
	G15	Klapmuts - Paarl	17.4	56	00:31
	G59	Klapmuts-Dandarach Farms Paarl	Na data		
	N42	Franschhoek - Paarl Mall	34.2	70	00:49
Kayamandi	N12	Stellenbosch (DuToit) –Bellville (long distance rank)	25.6	64	00:40
	Q80	Kayamandi-Lwandile	26.3	53	00:50

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 - Cloetesville	10.5	38	00:27
	670	Stellenbosch - Jamestown	8.5	31	00:27
	662	Stellenbosch - Koelenhof	24.0	62	00:39
	663	Stellenbosch - Vlottenburg/ Lynedoch Station/Devon Valley	10.9	78	00:14
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	16.5	57	00:29
	675	Stellenbosch - Jonkershoek	3.0	25	00:12
	673	Stellenbosch-Elsenburg	16.9	41	00:41
	Y48	Stellenbosch-R310	18.0	95	00:19
Franschhoek	A96	Franschhoek - Franschhoek Plase	No data		
	G60	Klapmuts- Muldersvlei- Stellenbosch	8.8	52	00:17
	G61	Klapmuts - Simondium	22.6	42	00:54
	Z47	Franschhoek - Stellenbosch	8.9	40	00:22
Kayamandi	676	Stellenbosch - Kayamandi	22.6	42	00:54

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-haling 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 Stellenbosch[1]

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 Klapmuts, Muldersvlei Koelenhof, Du Toit, Stellenbosch, Vlottenburg, and Lynedoch (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). The stations can be seen in **Figure** 3-3**.**

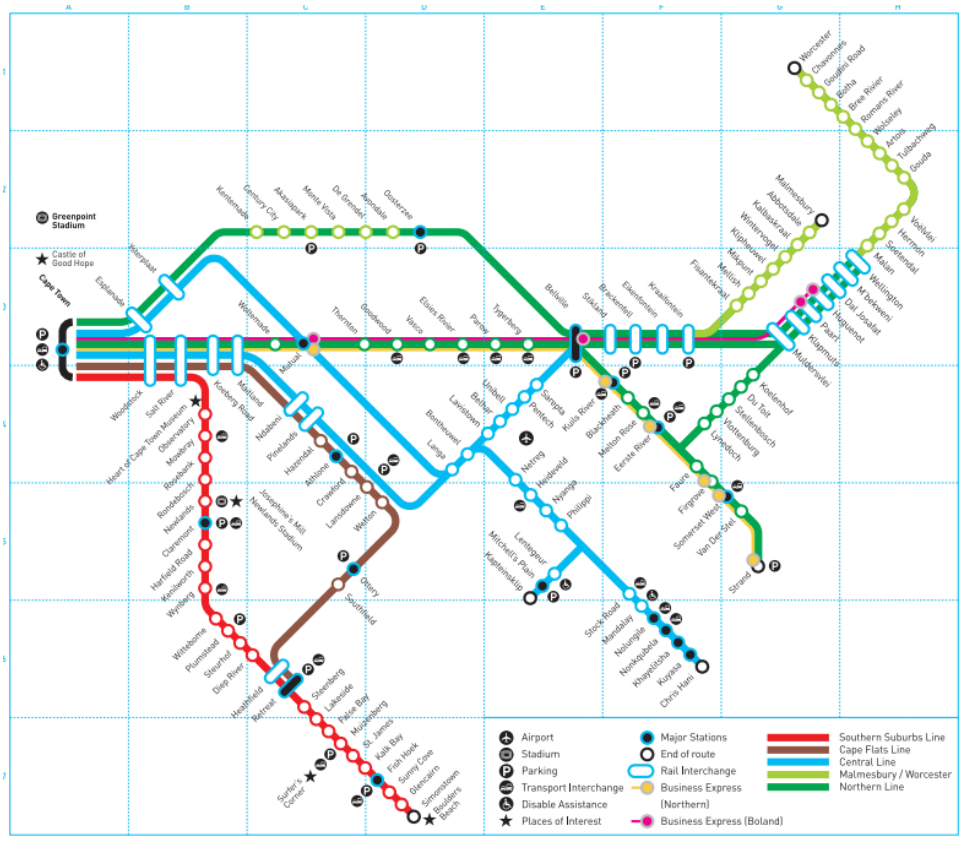


Figure 3-3: Railway line in Stellenbosch

(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 Rivier by June 2022 and then from Eerste Rivier 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 Rivier 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 Intercape (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 Intercape 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)

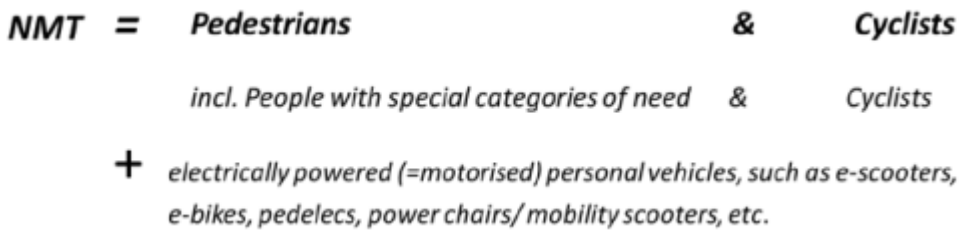


Figure 3-4: NMT Definition

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.

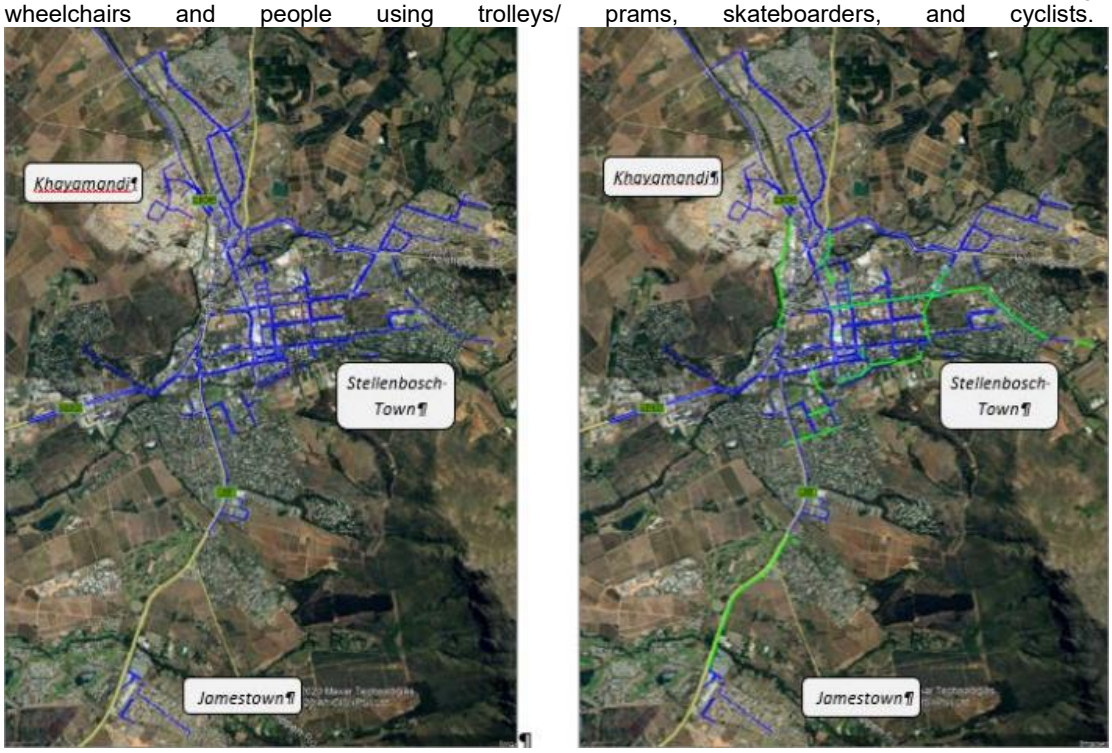


Figure 3-5 and **Figure** 3-6 show the NMT infrastructure in Stellenbosch Municipality (Update of The Comprehensive Integrated Transport Plan (CITP) For Stellenbosch Municipality, 2020).



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.t.o 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

Aan-het-Pad Clinic	6851 Long Street, Cloetesville, 7600
Cloetesville CDC	c/o Bell and Tennant Street, Cloetesville, 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, Franshhoek, 7690
Groendal Clinic	1 Stiebeuel Straat, Franshhoek, 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, Cloetesville, 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.

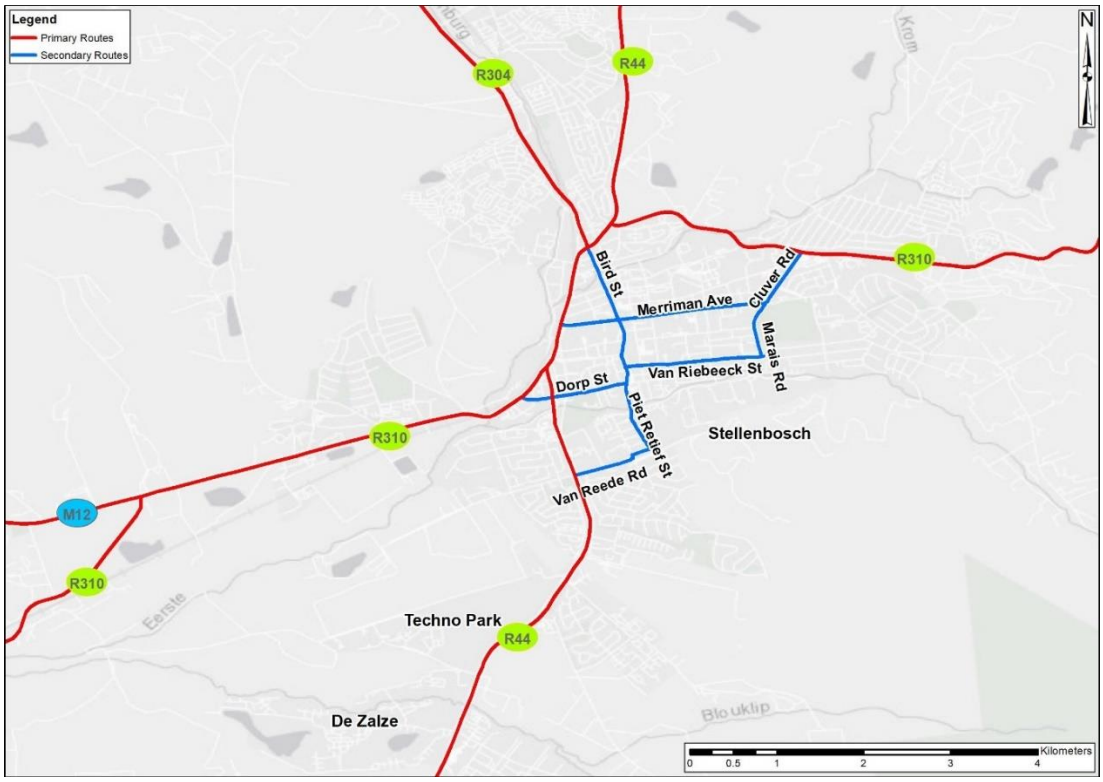


Figure 3-7: Radial layout of major and secondary roads serving central Stellenbosch

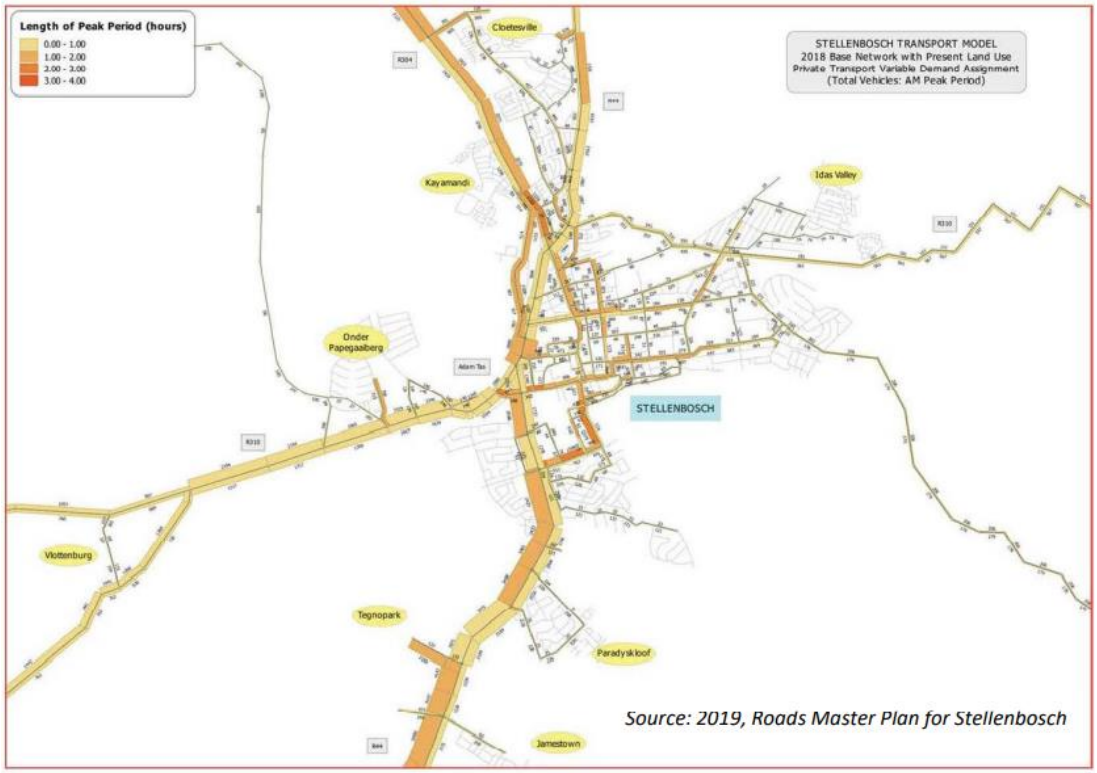


Figure 3-8: Modelled traffic volumes for am peak period for 2018 – Stellenbosch Roads Master Plan (2019) – confirming major north/south traffic demand on western side of Stellenbosch - through R44/Adam Tas/R304

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 Klapmuts, 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 Plattekloof area. It then extends eastwards into Stellenbosch.

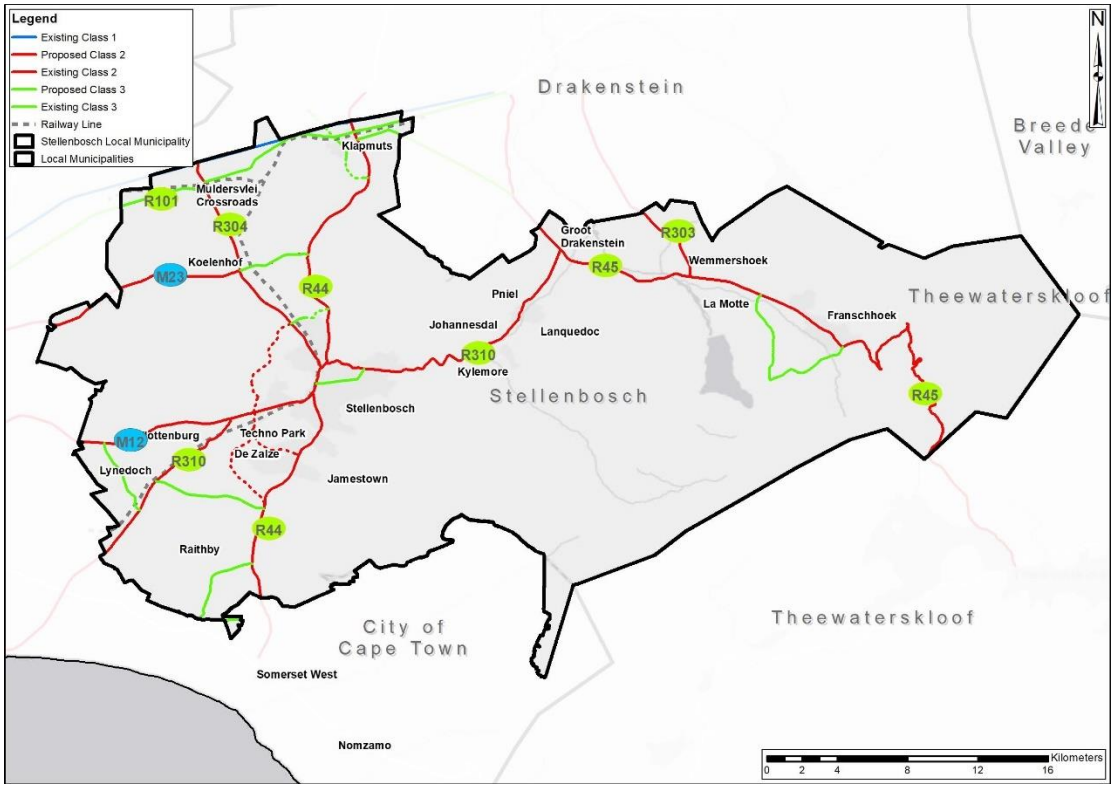


Figure 3-9: Network of Major Roads in Stellenbosch Municipal Area

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 shows the location of the five major access points where traffic volume surveys were done.

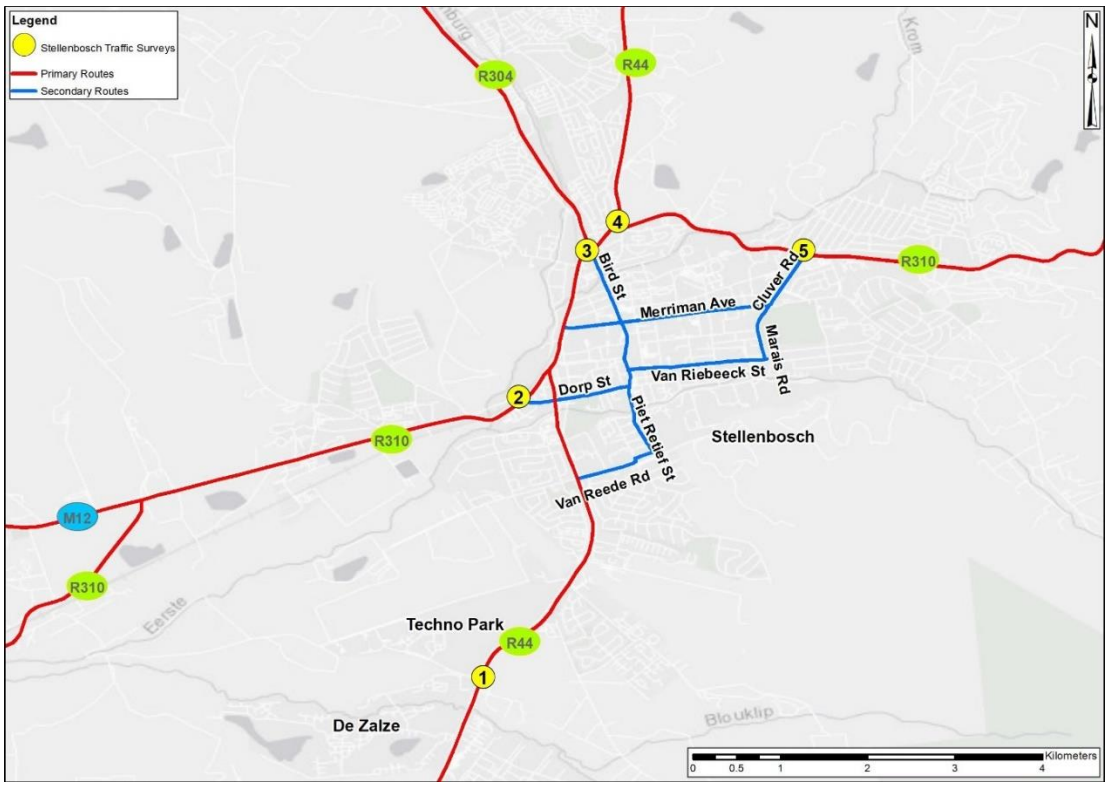


Figure 3-10: Location of five major access points to Stellenbosch town where traffic volume surveys have been done in 2022

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 Klapmuts area);
11. R310-Helshoogte Road/R45 (for the Franschhoek-Stellenbosch-Paarl link area);
12. R45/R301 (for the Wemmershoek area);
13. R45/Lambrecht Road (for the Franschhoek area and entrance into Franschhoek);
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**.

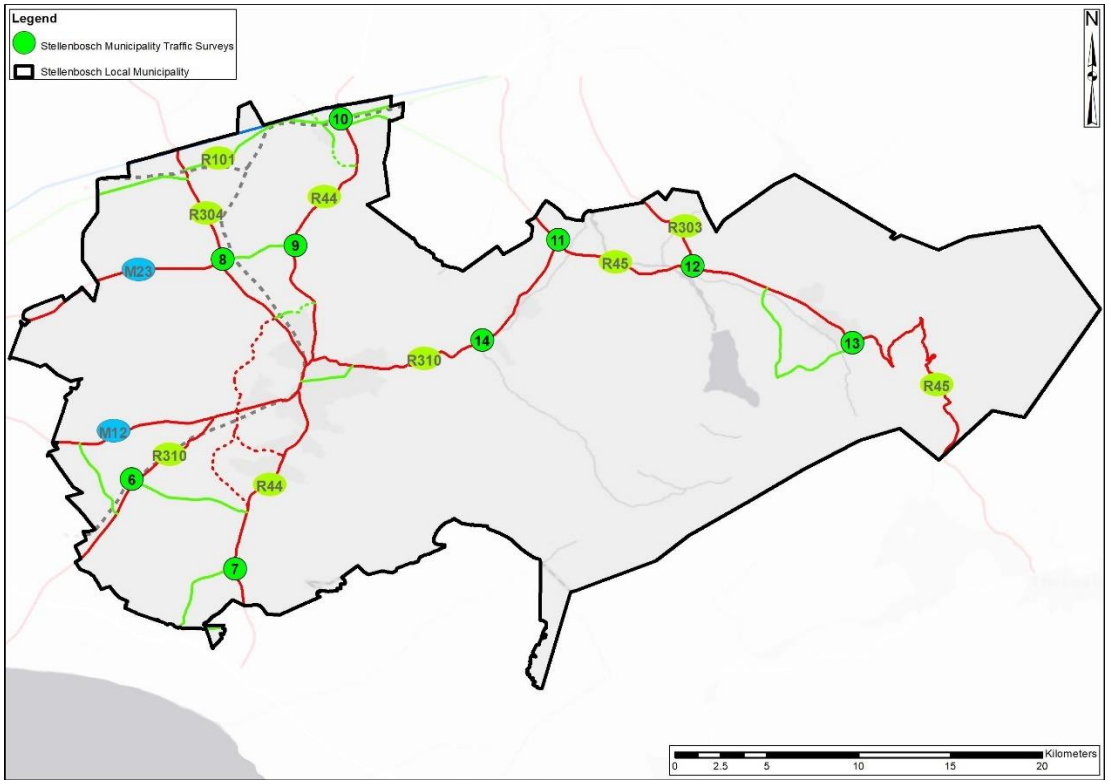


Figure 3-11: Location of nine major intersections in Stellenbosch Municipal area where traffic volume surveys have been done in 2022

Traffic volume surveys – one location in Franschhoek over the weekend peak period

Figure 3-12 shows the location of one intersection in Franschhoek where traffic volume surveys were done over a weekend.

15. Weekend peak period survey in Franschhoek at the intersection of R45-Huguenot St / Lambrechts Rd / Excelsior Rd on a Saturday, 3 hour counts from 09:00 to 12:00.

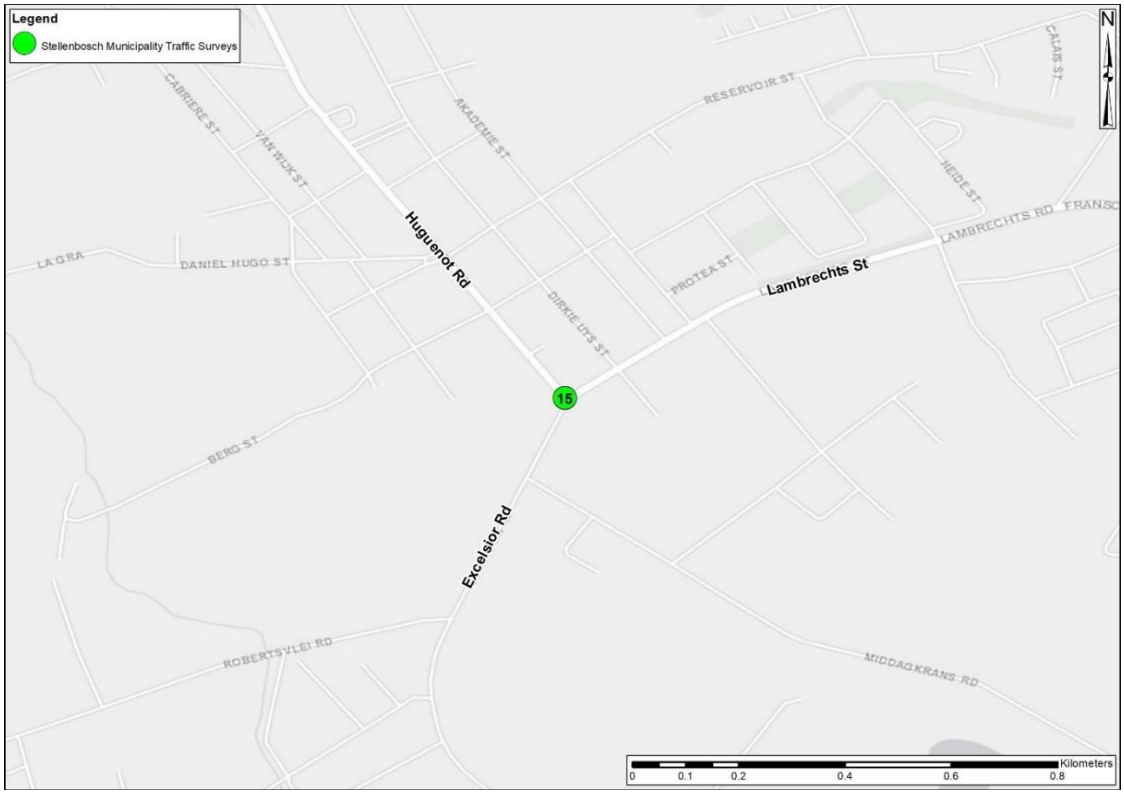


Figure 3-12: Location of one Intersection in Franschhoek where traffic volume surveys have been done over a weekend in 2022 (R45/Excelsior/Lambrechts)

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 CITP 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, Voeltjiesdorp, Cloetesville, 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 (Cloetesville)	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**

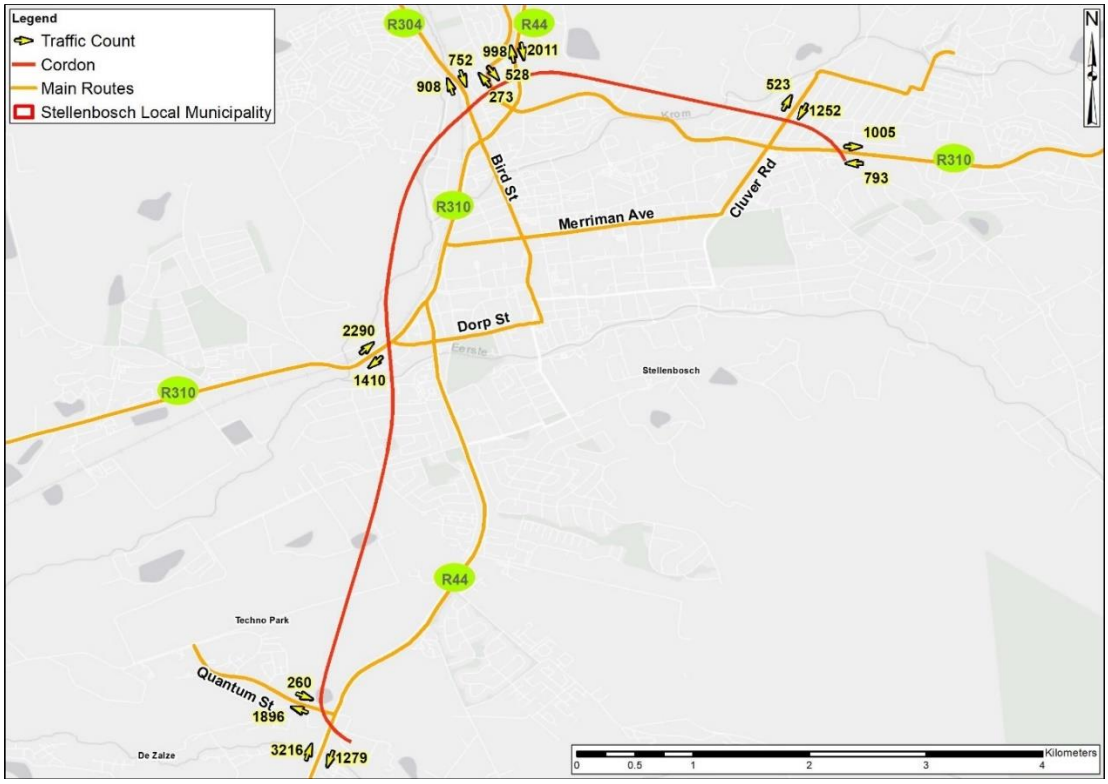


Figure 3-13: 2022 AM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch



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, Cloetesville, 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.

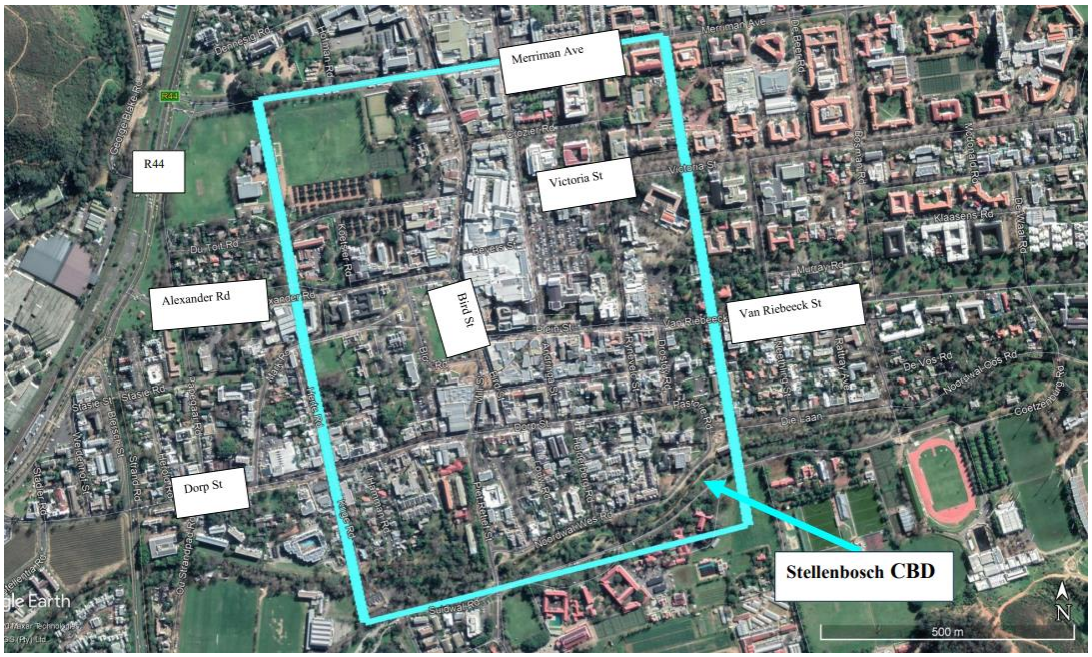


Figure 3-15: Stellenbosch CBD as defined in 2021 Parking Study

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.

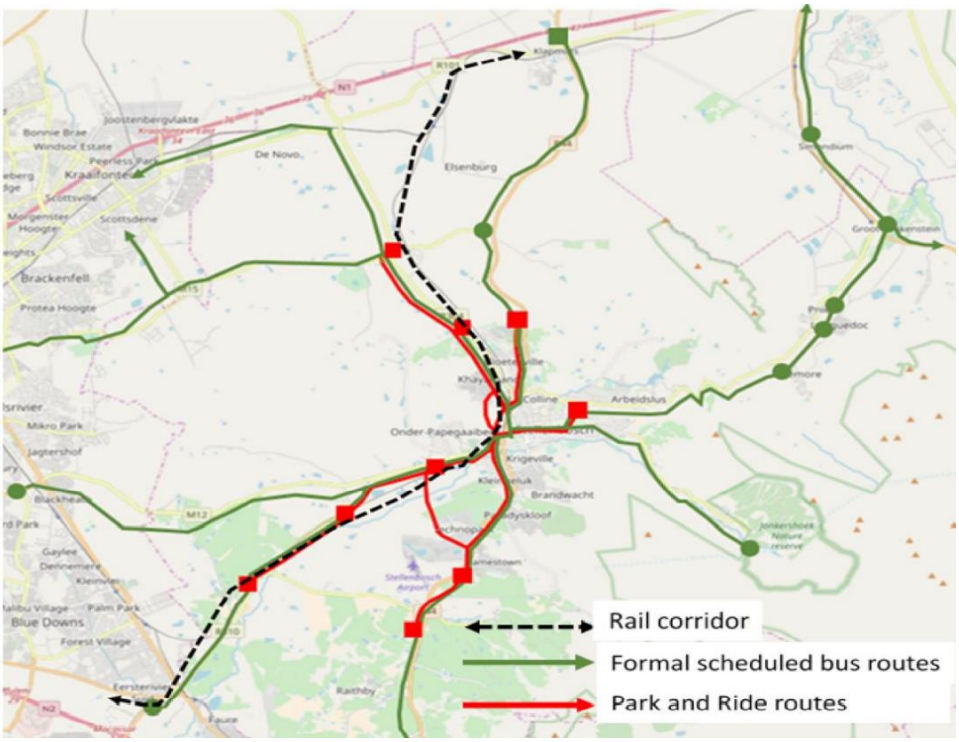


Figure 3-16: Formalised bus system and park and ride concept as suggested in Stellenbosch SDF

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 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.

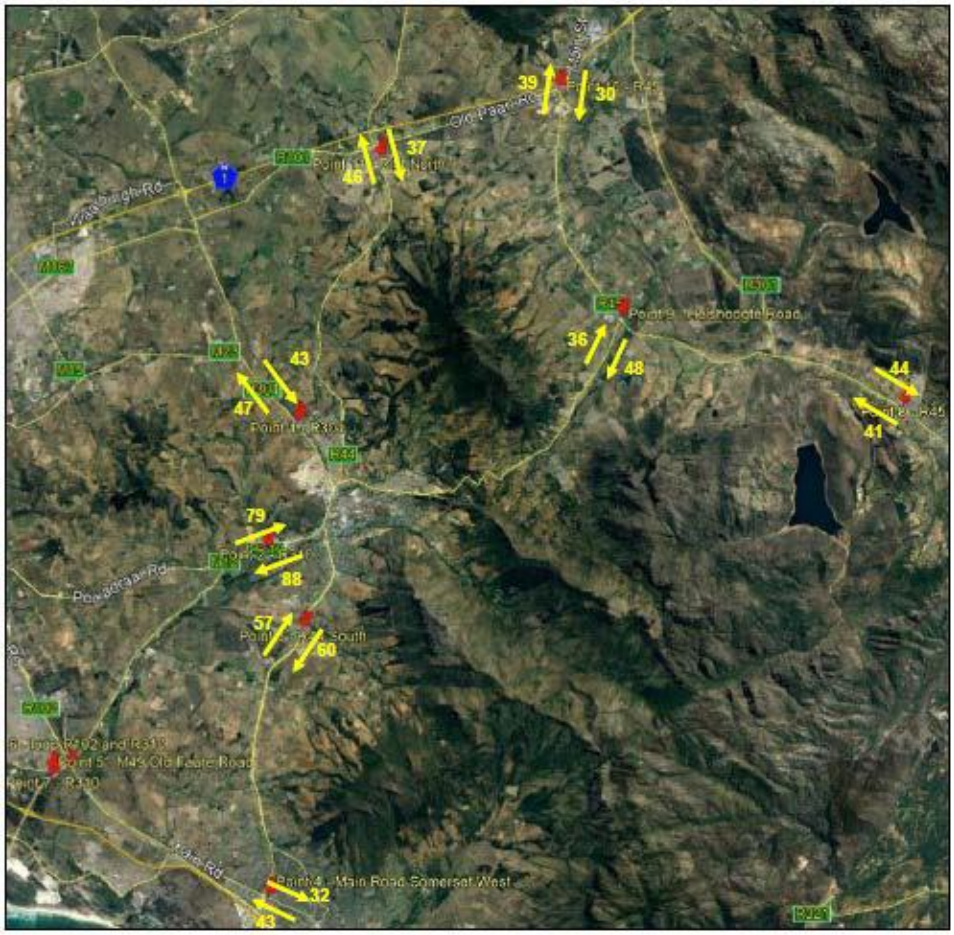


Figure 3-17: Heavy Vehicle Volumes Sourced from Number Plate Survey (2018)

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), Klapmuts (R44), Brackenfell (R304) and Franschhoek (R310), as well as R45 between Franschhoek and Paarl, carry a

significant amount of freight. In addition, secondary routes that provide access to farming areas off these routes also carry freight in the form of inputs into agri-processing (e.g. delivery of bottles) and distribution of the finished product (e.g. delivery of wine to the Cape Town Harbour for export). These roads in particular are impacted by the heavy vehicles that use them i.e. the Stellenbosch link to Parow (where distribution centres are located) via M12 (Stellenbosch Arterial).

Heavy vehicles do impact the already congested access roads through Stellenbosch particularly to access local industrial areas. Deliveries to businesses in the Stellenbosch CBD have been noted as being particularly problematic during peak travel times.

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 Spatial Development Framework (SDF) and related documentation which inform the spatial component of the CITP. 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 Spatial Development Framework 2014;
- Stellenbosch Municipal Integrated Development Plan 2017 – 2022;
- Stellenbosch Municipal Spatial Development Framework, Nov 2019, and
- Adam Tas Local Spatial Development Framework, 2021.

4.2 Policy Directives

4.2.1 Western Cape Provincial Spatial Development Framework 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 Spatial Development Framework

The Stellenbosch Spatial Development Framework 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 throughs.

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 Vlottenburg. Figure 4-1 provides an overview of the settlement hierarchy in the municipality and the linkage priorities.

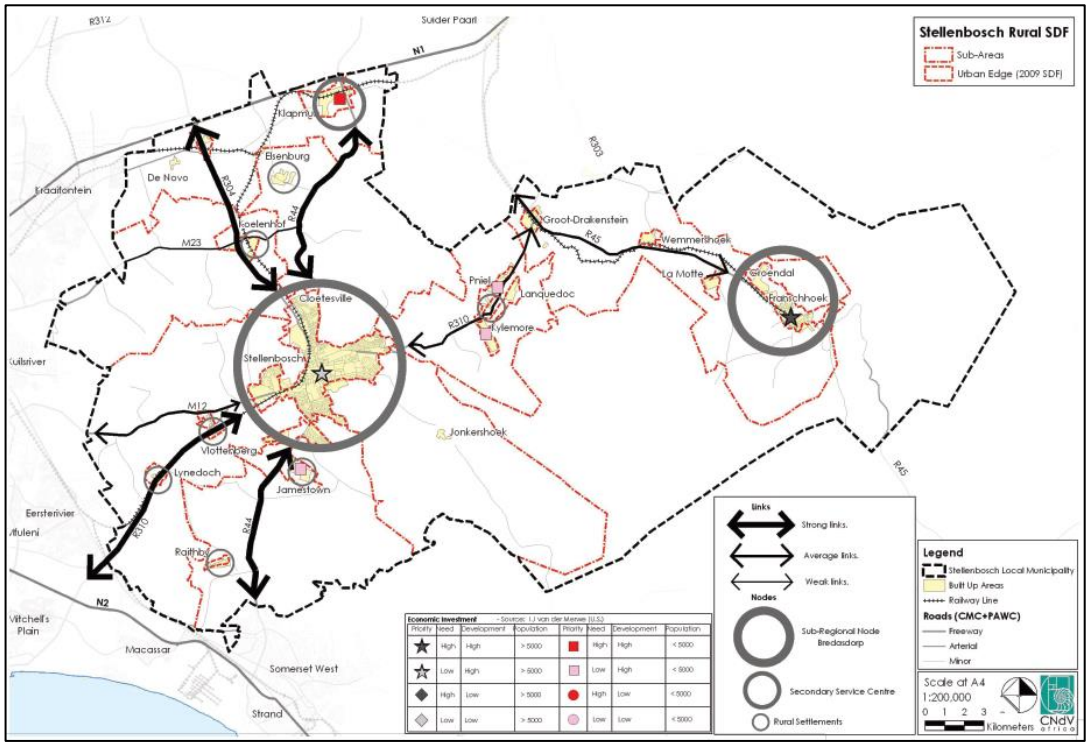


Figure 4-1: Stellenbosch Hierarchy of Settlements, Linkages and Investment Priorities

4.2.2.2 Built Environment

Residential densities in Stellenbosch town, Klapmuts, 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 Klapmuts) 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 shows the hierarchy of towns within the Municipality and where the nodes are located. This will influence where the transport proposal for the Municipality should be focused.

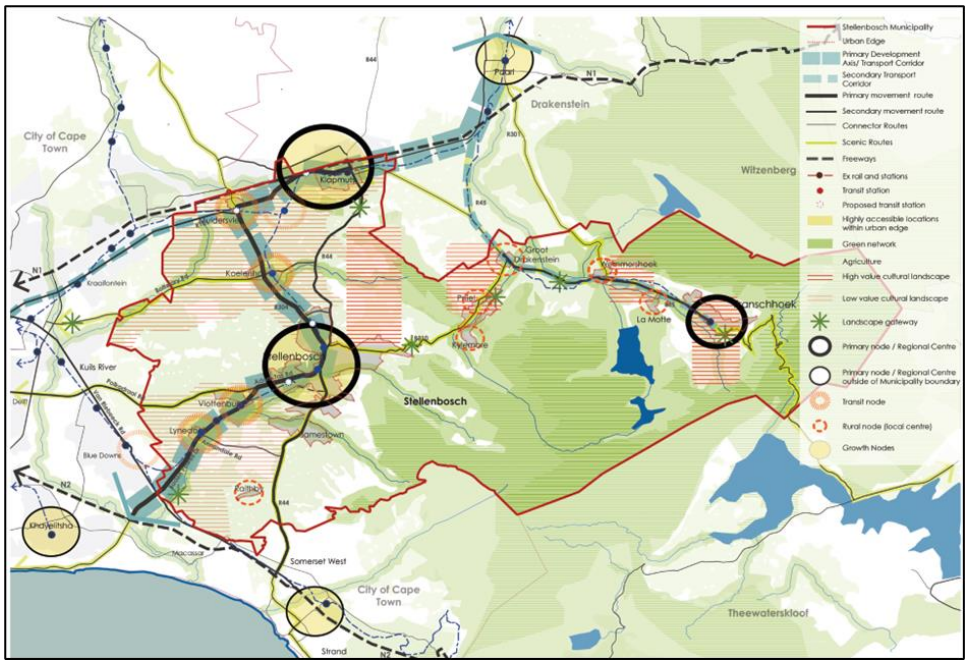


Figure 4-2: Consolidated Concept Capturing the 7 Principles Mentioned above

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 Spatial Development Framework 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 Adam Tas project is a catalyst project in the approved Stellenbosch Municipality Spatial Development Framework 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.”

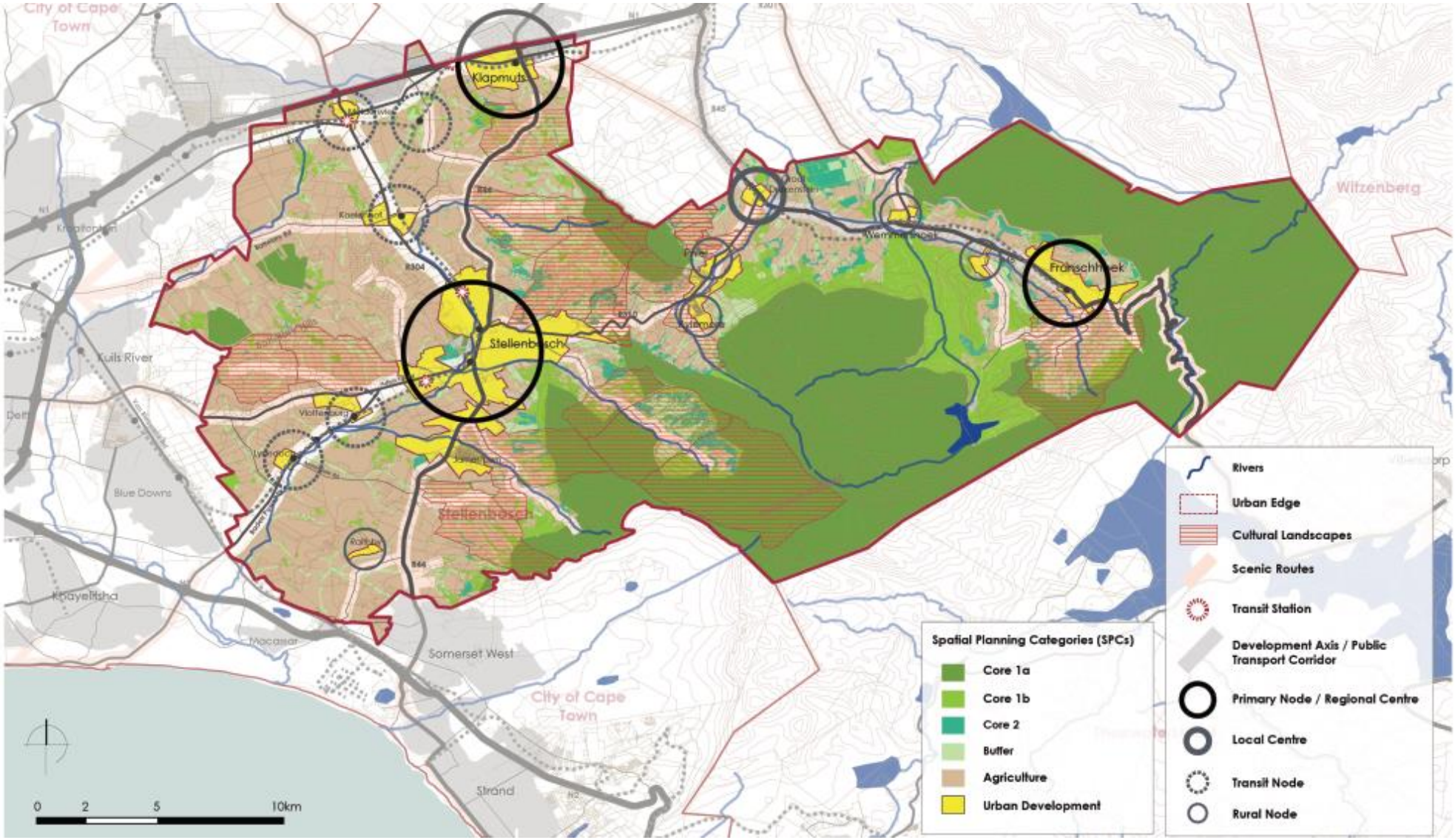


Figure 4-3: Stellenbosch Municipal Spatial Development Framework

4.5.2 Adam Tas Corridor Development Framework

The Adam Tas Corridor Local Spatial Development Framework 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 spatial development frameworks or mobility, road network and transport studies. These are summarised in the following sections.

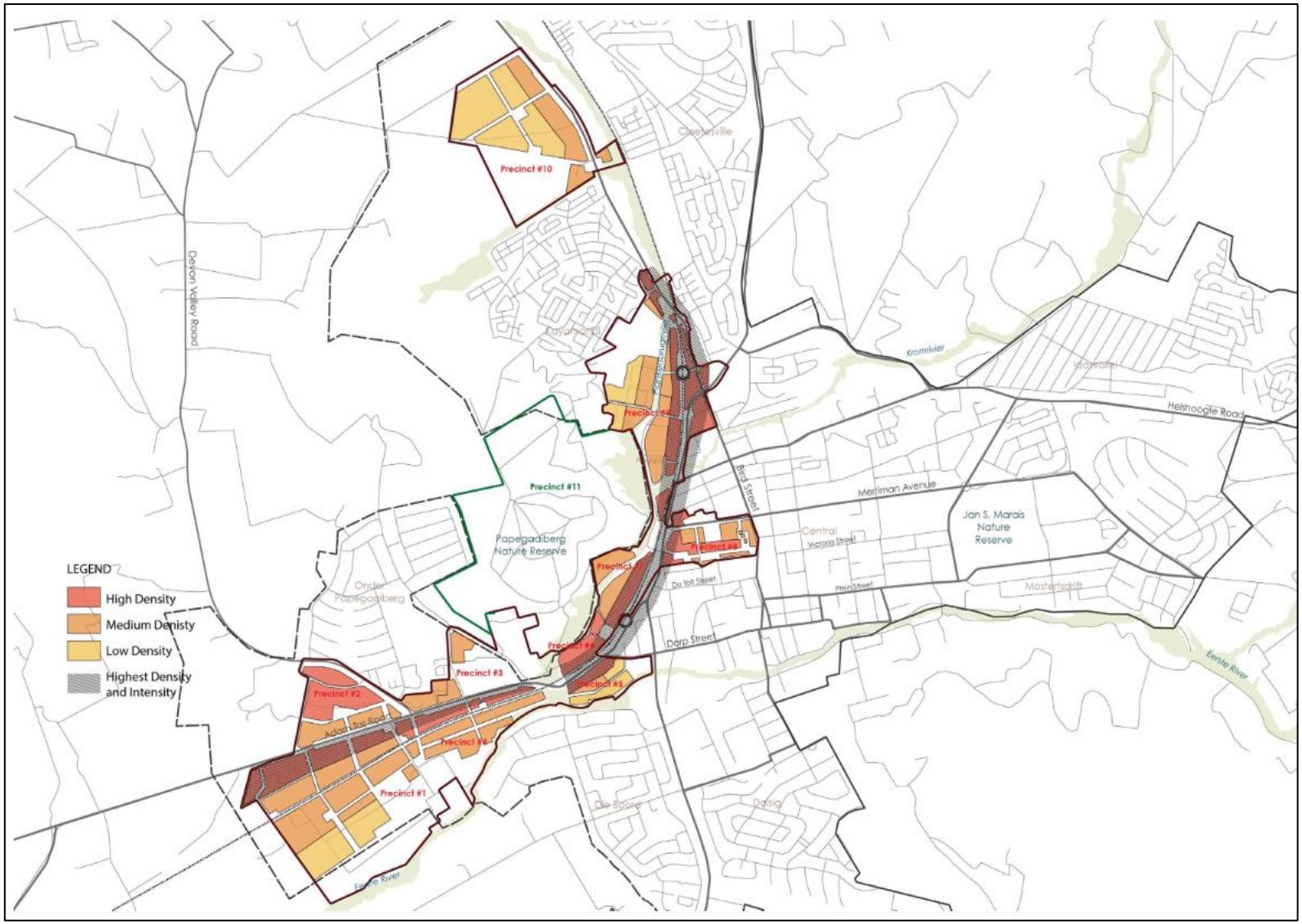


Figure 4-4: Adam Tas Development Corridor Densification Proposals

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 Western Cape Government 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 Spatial Development Framework (SDF) 2019

The Stellenbosch SDF was completed in July 2019. The SDF actively supports the Adam Tas Corridor 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 Cloetesville 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”.

A general statement on transport is made in 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 Spatial Development Framework (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 obsolesce 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**.

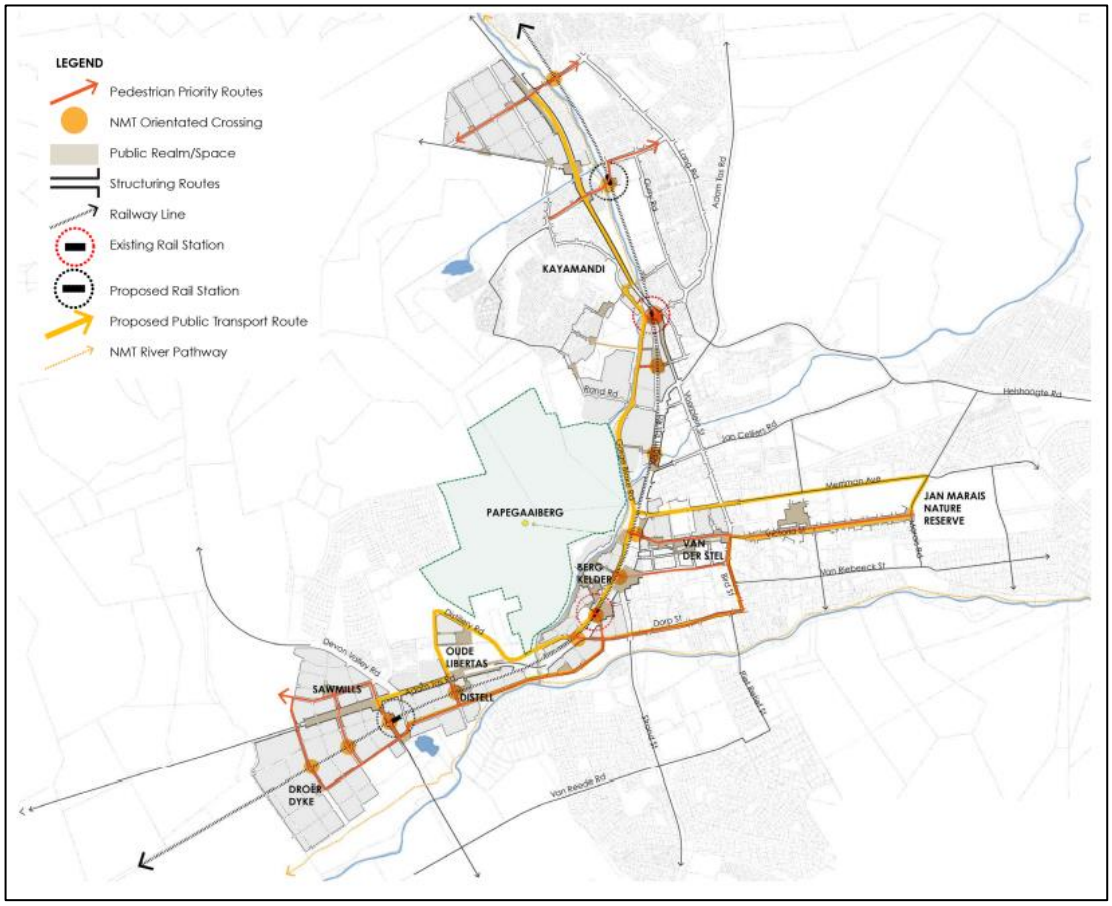


Figure 4-5: Adam Tas Corridor Movement Network Structure

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 it 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;
- 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 while expecting to progress towards lower private vehicle dependence and use over time requires innovative transitionary 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 Rivier 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 with have to be developed in an incremental manner until such time as it can be incorporated in a Stellenbosch Municipality IPTN. It also foreseen that the transformation of the Stellenbosch minibus taxi industry into Association based Companies by means of contracted services.

The LSDF provides proposed 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”.

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 CITP (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 CITP Review

The transport needs identified during the 2020 Review of the Stellenbosch CITP 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 CITP, 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 them 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 CITP 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 there of, some operators had their vehicles repossessed due to not being able to meet repayments. The associations also shared that they have experiences an increase 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 needs 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 2081 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 Cloetesville;

- La Colline access off the R310, and
- The Technopark access road.

The EMME/4 travel demand forecast modelling, used for the Roads Master Plan and that 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.t.o 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 CITP 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 a 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 CITP 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 CITP 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;
- 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, 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 CITP;
- The Public Transport Plan replaces the requirement for a Rationalisation Plan and 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 **Error! Reference source not found.**. 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	• 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	• The farming community surrounding Stellenbosch. The policy requires that rural transport programmes need to be identified and assessed.
Integrated ticketing system	• Policy states that NDoT should continue to drive, facilitate and assist in funding. • Feasibility in Stellenbosch Municipality unknown.
Performance monitoring	• Developing information systems for monitoring and enforcing policy on PT services.
Planning and regulation	• Policy requires ITP to integrate all modes of public transport which in Stellenbosch includes: o Rail services o MBT operations o E-hailing operators o 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 CITP 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 licenses 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 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. 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 – Franschhoek.

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.

6.3 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 6.4, 6.5, 6.6 and 6.8 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.

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 new contracted services and 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.

The main arterials, indicated in red, resent 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.

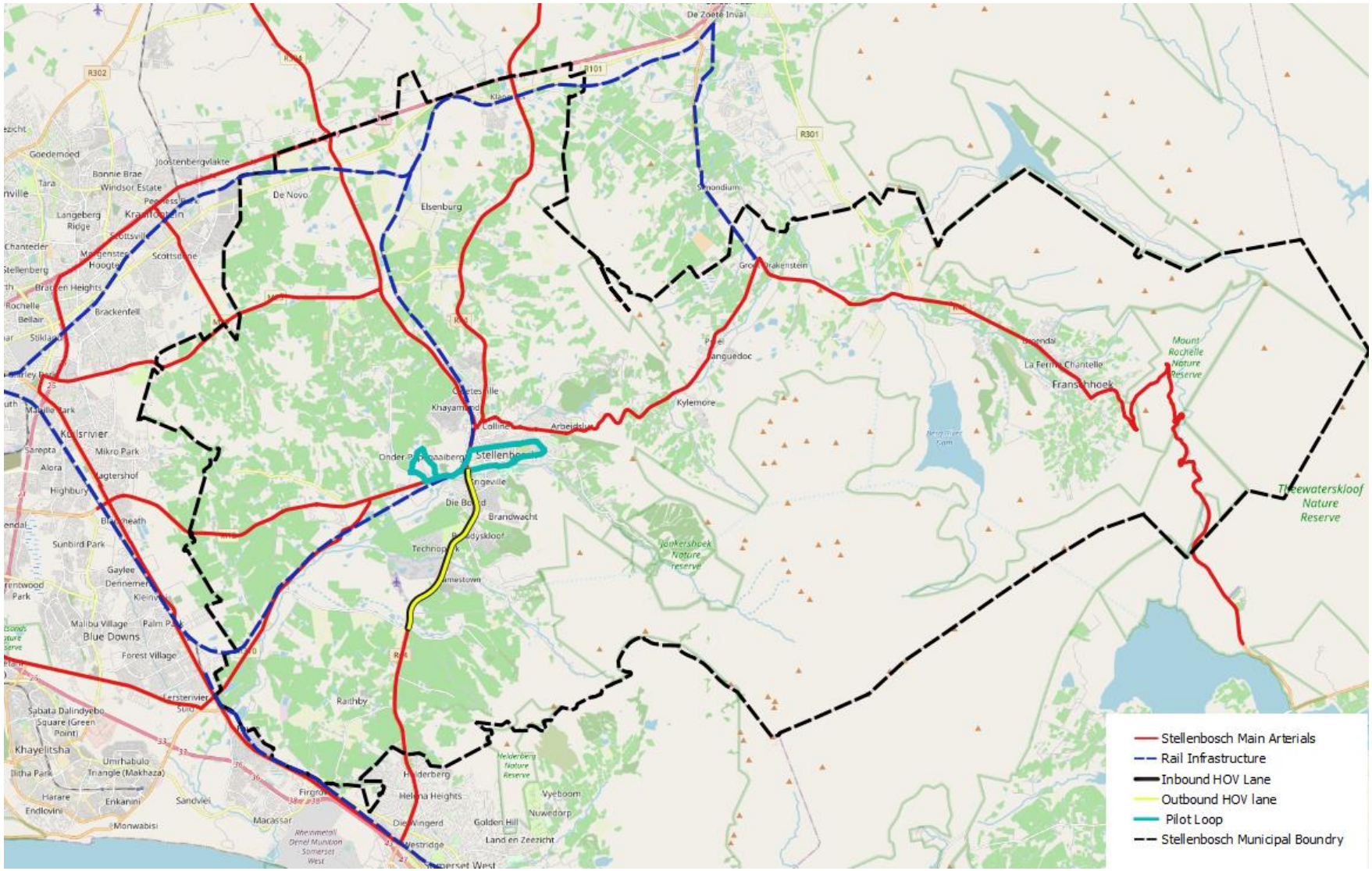


Figure 6-1: Overall network design

The provision of HOV lanes and public transport priority measures on arterials, specifically the R44, promotes the development of new contracted services by allowing minibus-taxi operators to formally provide contracted services between proposed park-and-ride facilities and Stellenbosch town center. The 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 pilot loop that services the Devon Valley and Uniepark is another scheduled service that promotes contracted services.

The rollout of the shuttle services presents an opportunity to include technology such as online timetables, route information and e-hailing technology to attract new users and students who would previously only use their private vehicle. These 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 town center.

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.

6.4 Commuter Rail Plan

In this section, rail transport will be briefly discussed.

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;
- Vlottenburg, 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, 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.

Report	Improvement/Intervention	Proposed Timeline
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 (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	Longer term

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. It is thus important for the municipality to have good relationships with stakeholders such as the PRASA to improve rail connectivity. It is proposed that the municipality engages with PRASA and utilise a phased approach (refer to **Figure** 6-2) by first re-instating the railway LOS in the municipality to pre-COVID-19 levels, and second assessing the rail interventions proposed in the previous CITPs.

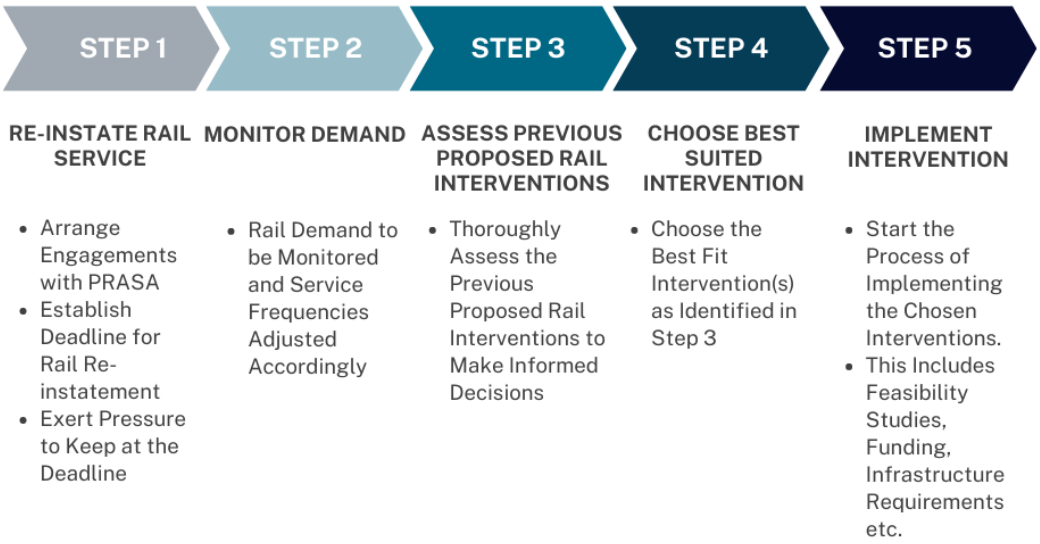


Figure 6-2: Proposed Rail Phased Approach

6.5 Contracted Services Plan

6.5.1 Proposed Uniepark/Onder Papegaaiberg loop

Contracted services refer to legally enforceable agreements for the provision of transport services. For this CITP, a 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.

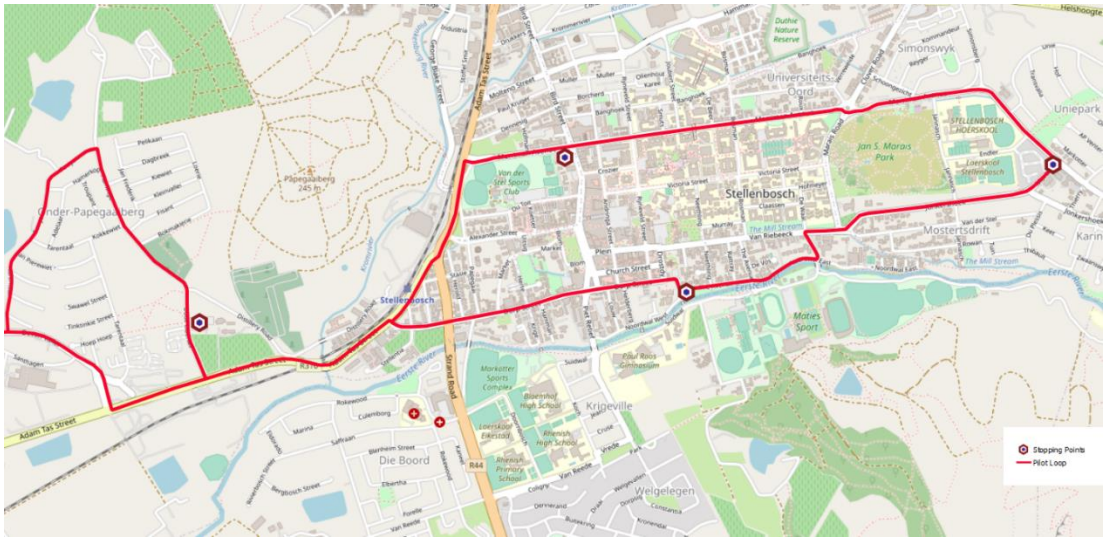


Figure 6-3: Uniepark/Oner Papegaaiberg Loop

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 running between 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 corporatise the industry as recommended in the key interventions of Stellenbosch Municipality 2022 IDP.

6.5.2.2 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.

6.5.2.3 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. The implementation of a computer or cell phone application-based payment system could also be considered.

6.5.2.4 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.

6.5.2.5 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 Western Cape Government's Blue Dot pilot programme.

6.5.2.6 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 internal feeder system 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.

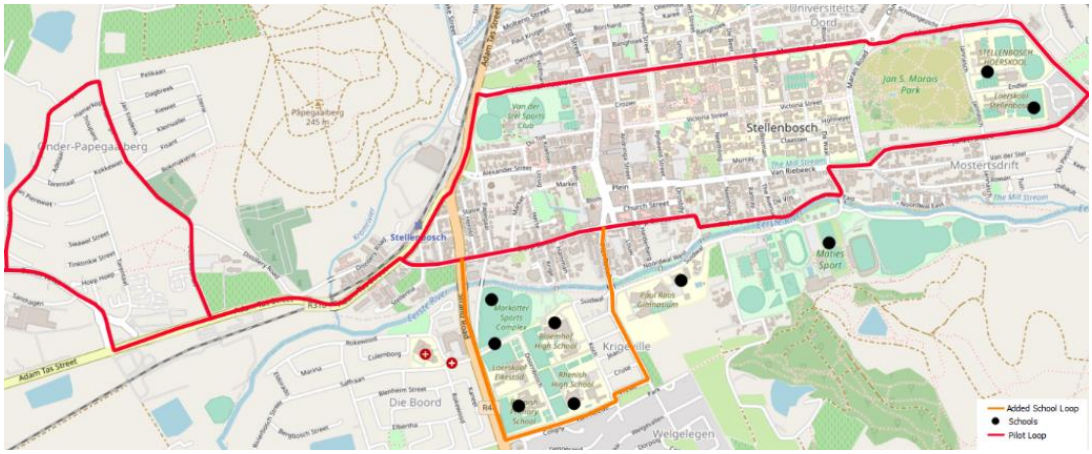


Figure 6-4: Added School Loop

6.6 Non-contracted Services Plan

The details regarding non-contracted services routes, operating licences, and capacity requirements can be found in the OLP written in 2019. Alternatively, please see Section 6.7. For this CITP, 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.

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 License.

The driver training component of the credentialing process for a vehicle operating license in Stellenbosch includes five sub-components: customer service standards, driver code of conduct, passenger safety, services for people with disabilities, and the permittance 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 license application and for annual renewal applications. The driver or operator is responsible for addressing any faults identified during the inspection before the operating license application can be completed.

The final phase of the credentialing process is the Driver Licensing and Vehicle Operating License phase, which includes the final criteria and supporting documentation required for the driver or operator to receive an operating license. 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 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.

6.7 Operating License Plan (OLP)

The latest Operating Licence Plan (OLP) 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 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.

6.8.1 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 Rheede Road intersection, and terminate at the R44/Annandale Road intersection (as illustrated in **Figure** 6-5).

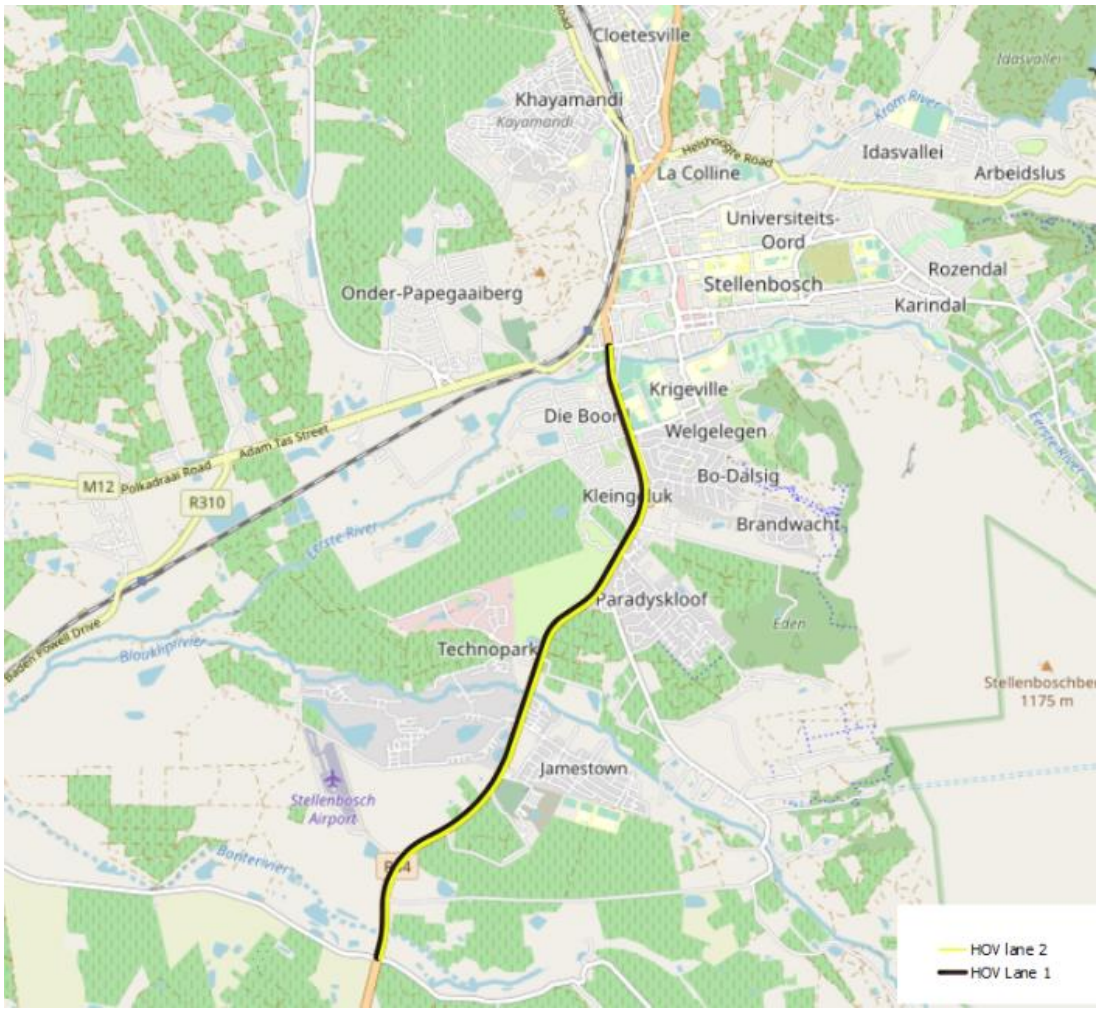


Figure 6-5: Dedicated HOV Lanes

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.

6.8.2 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.

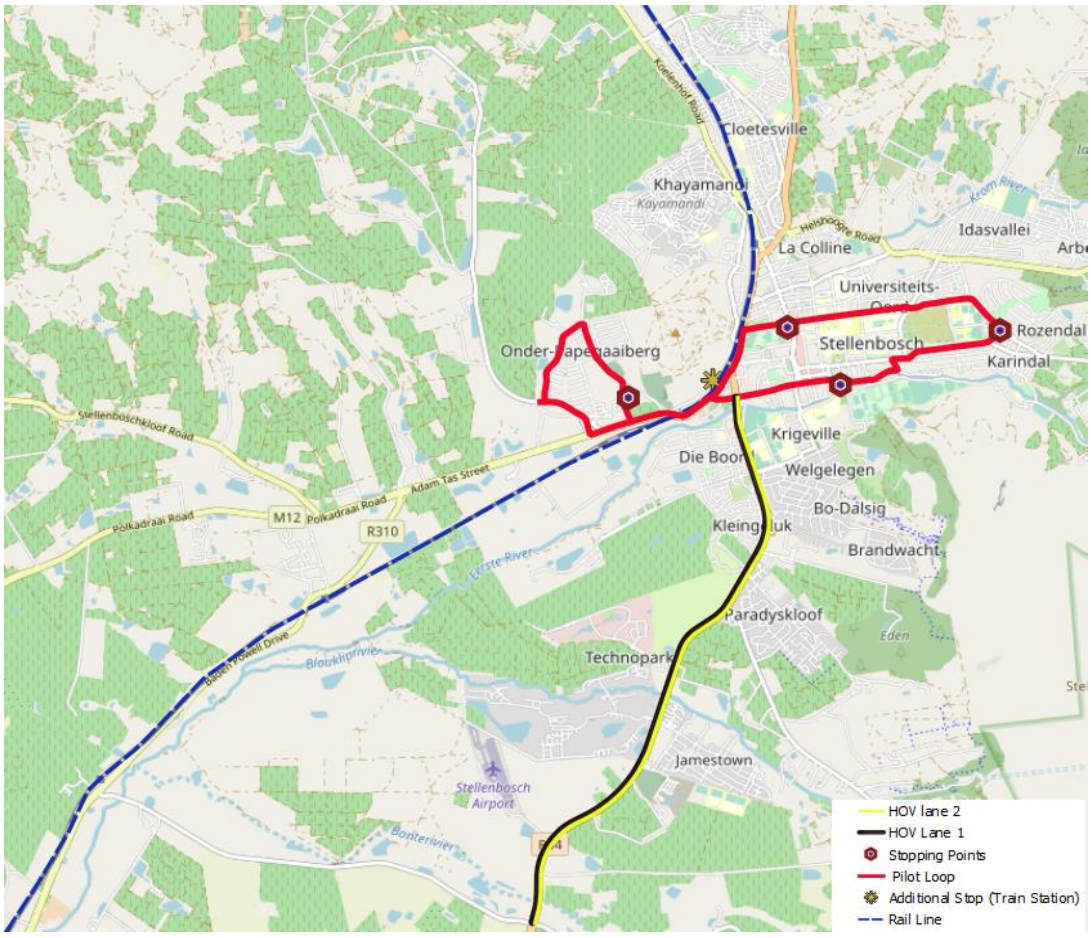


Figure 6-6: Possible Integration Opportunities

6.9 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 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

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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 CITP. 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 CITP 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, divers, 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.

7.1.2 Summary Major Existing "External" Strategies, Proposals and Projects

External stakeholders such as the Western Cape Government and Cape Winelands District Municipality have a 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).

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 Klapmuts 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 on these four levels are similar and that the primary focus public transport, non-motorised transport, improved mobility and integration, densification and healthy and safe communicates. 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 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).
4th 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.

Change	Impact on Transportation
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 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.

7.1.2.2 Roadway Infrastructure 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.

7.1.3 Previously Updated Stellenbosch CITP Concepts, Key Strategies, Proposals

This chapter defines the context and current realities of the Transport Infrastructure Strategy for the towns in the Stellenbosch Municipal boundary in terms of **roadways** and **parking**. It looks into the concepts, key strategies and proposals (projects) as captured in previous and existing documentation which include the previous CITP, IDP and RMP.

7.1.3.1 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.

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 Technoparl has been allowed for in the 10-year Infrastructure Services Budget of the municipality, refer to **Figure** 7-1.

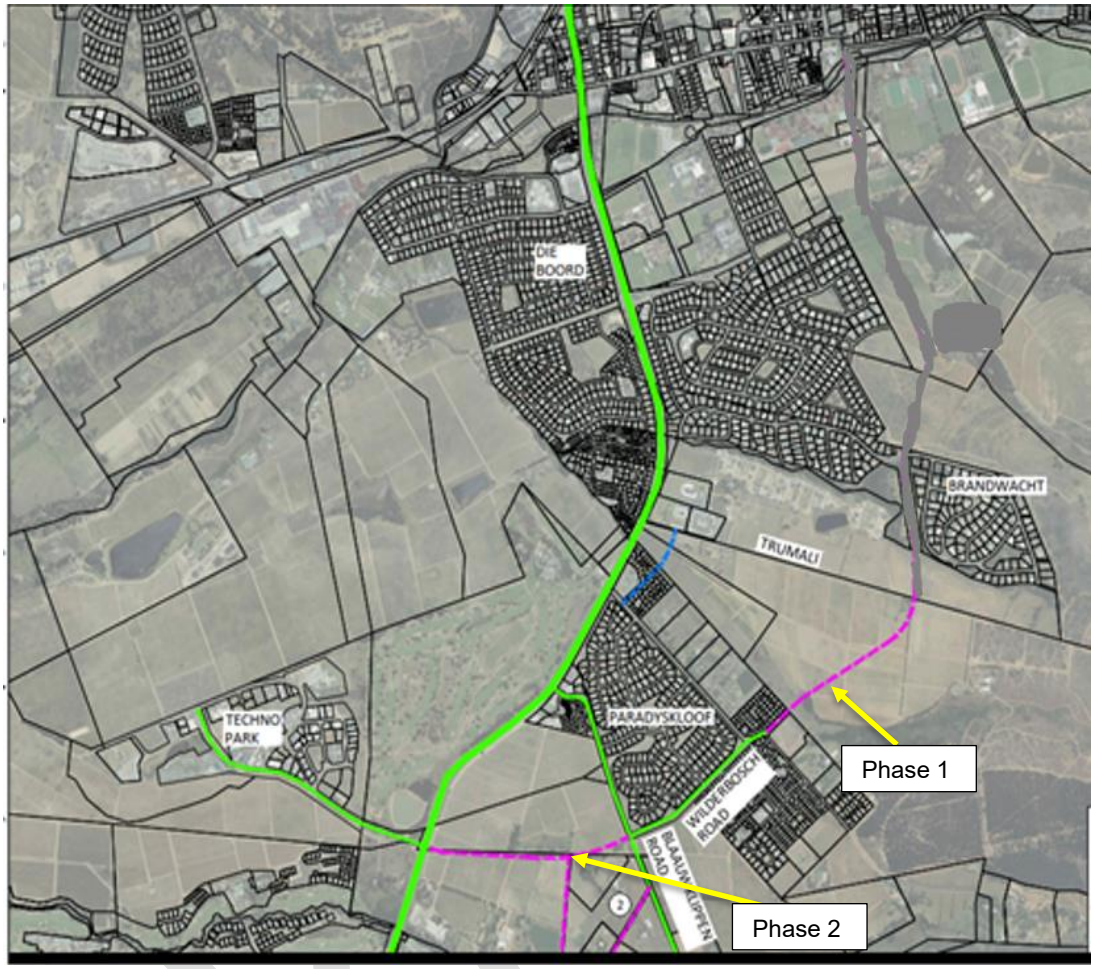


Figure 7-1: Portions of the Proposed Eastern Link Road allowed for in the 10 year budget

Western Bypass - The major function 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 has to serve 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 Error! Reference source not found. (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.

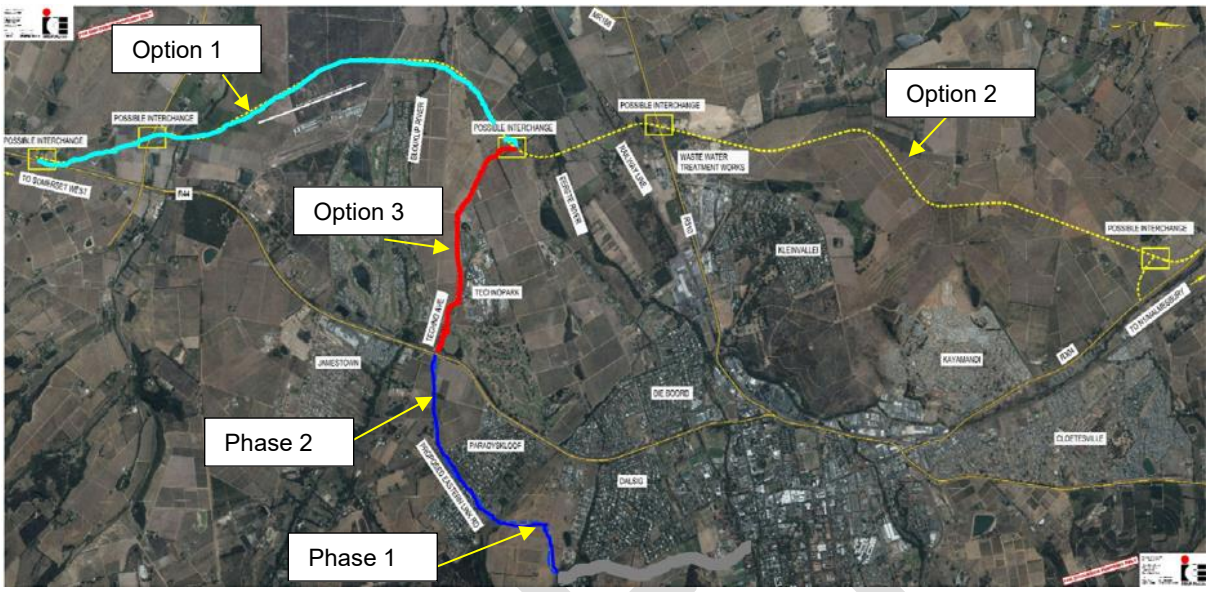


Figure 7-2: Alignment of Possible Future Western Bypass (yellow) and Eastern Link (blue)

(Source: Messrs ICE)

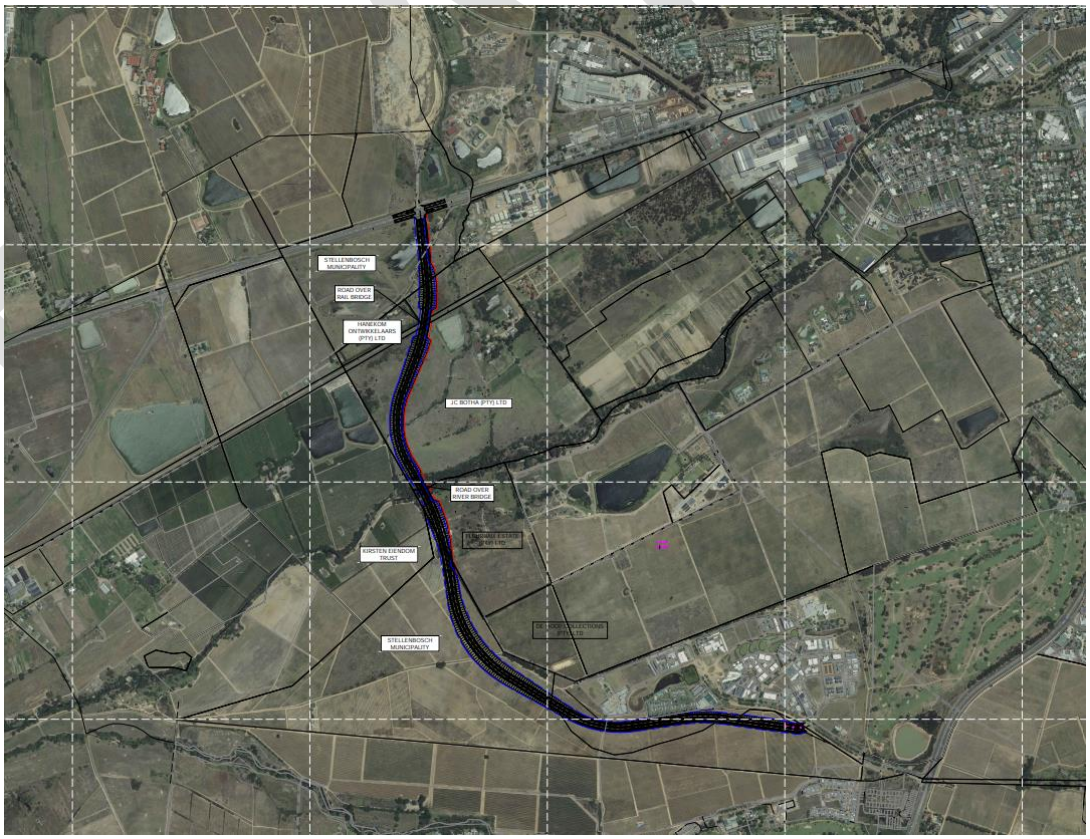


Figure 7-3: Alignment of link road currently being designed between R44 and R310 – basically the third option from the 2019 Stellenbosch RMP – SRMP002

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

Insert drawing as per email.

R44 Upgrade – The Western Cape Government: 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 Rheede Street (km 33.00) in Stellenbosch. As part of the environmental process, the Basic Assessment Process commenced in 2012. Messrs Kantey & Templer completed an (unpublished) Conceptual Planning Report in 2012, describing the development of upgrading proposals for the R44.

The ensuing Environmental Impact Assessment (EIA) process, driven by Messrs CCA Environmental, culminated with 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.

It is concluded that the main purpose of this exercise was to protect the integrity of the R44 as a regional mobility road. As such it has consequences on (for example) the Jamestown area, which would eventually lose some existing accesses. Even though the upgrading of this portion of the R44 is a provincial responsibility, it does have a profound impact on Stellenbosch Municipality.

Jamestown links – As described above, the upgrading proposals of the mobility function of the R44 will eventually result in the closing of numerous existing access points to the road. This impacts the accessibility of Jamestown. A Roads Master Plan for Jamestown was completed in March 2020 (B/SM 39/18 Jamestown: Development Roads Master Plan). In view of the substantial residential development proposed in Jamestown, largely to the south of the existing developed area, this plan proposed a number of possible links between Jamestown and Stellenbosch – refer to **Figure** 7-4. It is important to note that these proposals have not been workshopped with any IAP's (as far as is known) at this stage, but it is expected that the matter will receive attention in due course. The proposals shown below therefore do not have any status at present.

Allowance has been made for the construction of portions of this network in the 10-year Infrastructure Services Budget of the municipality.

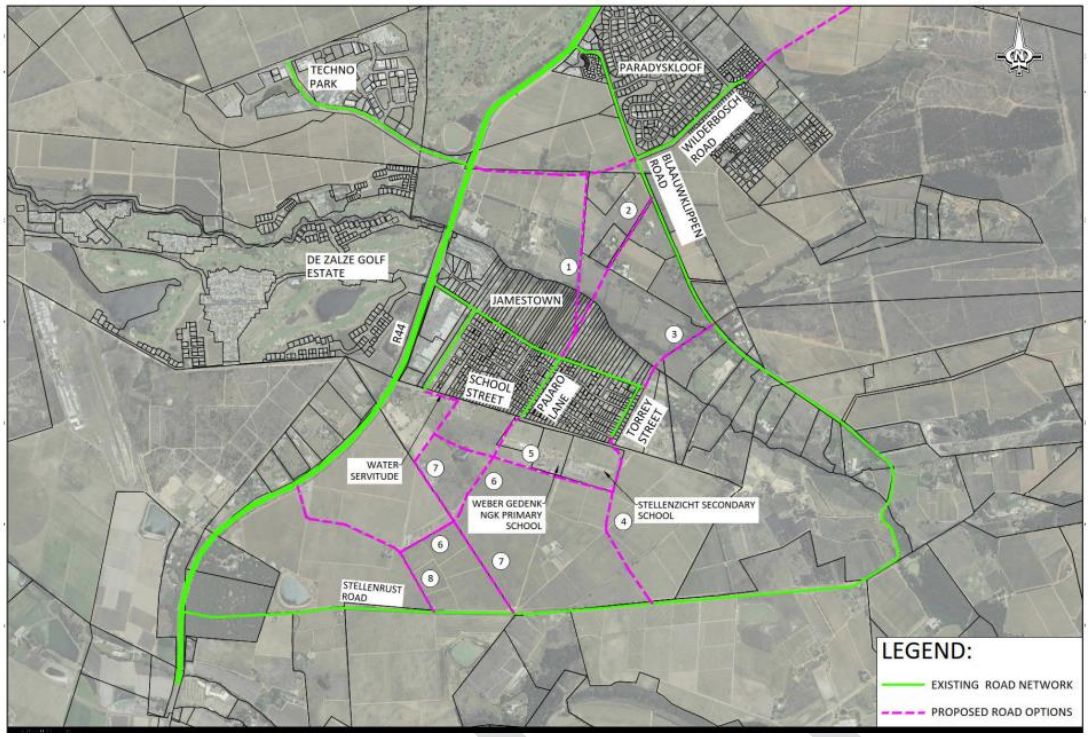


Figure 7-4: Possible roads master plan for Jamestown – status unknown

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.

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)

7.1.3.2 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 Cloetesville;
- 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 imiproved 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

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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 the three figures **Figure** 7-6 to **Figure** 7-8.

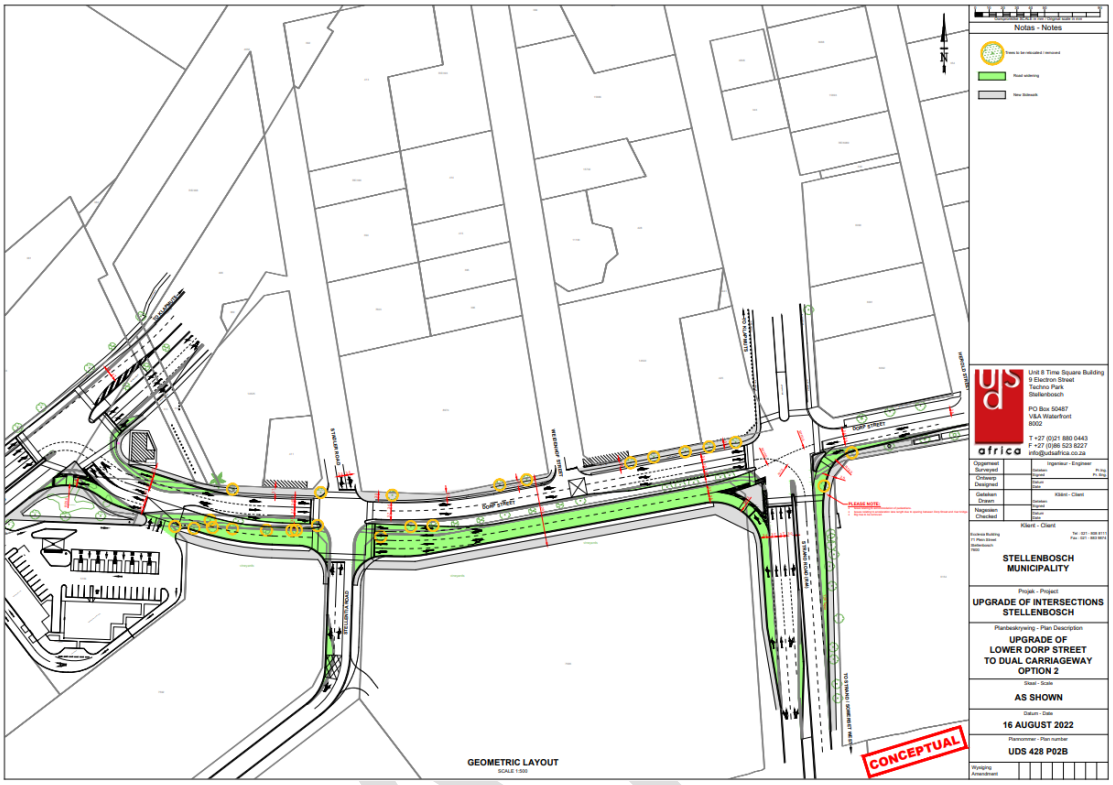


Figure 7-6: Planned Option 2 for dualling of Dorp Street between the R44 and the R310 (Adam Tas Road)

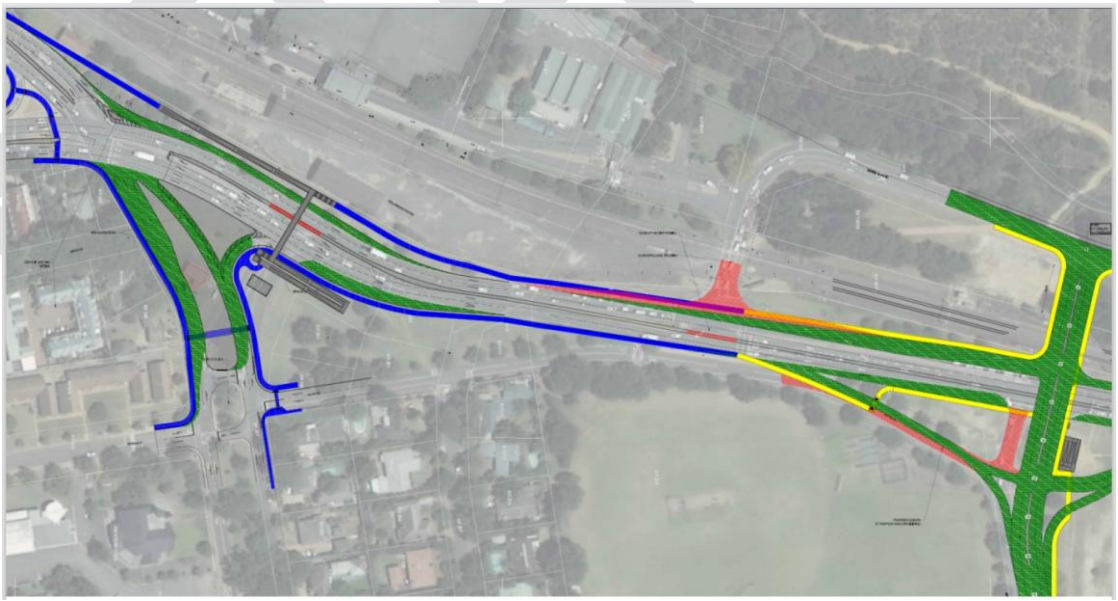


Figure 7-7: Planned upgrade of R310/Alexander Street intersection



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**.

7.2 Parking

The municipality has embarked on a PPP process to address the need for parking in the CBD. This initiative proposes the development of a parking garage on the Eikestad Mall parking area site. The development of this parking area will also allow for the reduction of on-street parking areas making certain streets in the CBD more pedestrian pedestrian and parking friendly.

The creation of parking facilities outside Stellenbosch with accompanying shuttle services to central Stellenbosch has been proposed a number of times in the past, most recently in the Stellenbosch SDF. The recent parking study for Stellenbosch has been discussed above. It did not address the park and ride concept and focussed on the feasibility of two parking facilities in the Stellenbosch CBD and in Techno Park – the creation of these is included in the ten year Infrastructure Services budget.

The feasibility of park and ride facilities along the edge of Stellenbosch and the entrances to the town is questioned and it is considered that this concept should be further investigated. For example, a park and ride facility at the start of the ATC on Adam Tas Road and also near Koelenhof would be beneficial. The same is true of the proposal to pedestrianise some of the streets in the CBD. Allowance for both of these investigations is made in the ten year Infrastructure Services budget.

7.3 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.

7.4 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.

7.5 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.

7.6 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**.

7.6.1 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.

7.6.2 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			

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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 Klapmuts – 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/Klapmuts 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 CITP Concept, Key Strategies, Proposals

The previous (2016) Stellenbosch CITP did include TDM objectives, strategies and proposals. These are described in the sections below:

8.1.3.1 Previous Stellenbosch CITP (2016)

The TDM objectives in the 2016 CITP 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 ito 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

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- 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
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 ned 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 at this point in time have been included in the sections above and are summarised below. Note that the only items not specifically mentioned in the current ten-year budget, are an investigation into congestion pricing and the development of a marketing program for TDM. If TDM is considered important, then the municipality should consider the appointment of an official dedicated to this subject, whose only focus should be driving this concept. Refer to Table 8.2 for a summary.

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				

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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 CITP.

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 CITP Concept, Key Strategies, Proposals

This is a brief summary of the Update of the CITP 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, Cloetesville 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 CITP 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 aforegoing 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

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 Cycleplans (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 Length (km)	Stellenbosch Town (incl. Kayamandi, Jamestown) 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:

- 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)
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville
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 ped link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand Rd (market area)

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Project No.	Projects
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 Cloetesville 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 Eikestadt Mall outside parking area; investigate re-arrangement of parking
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space
23	Van Rheede/ R44 Intersection: Improve pedestrian safety
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)
27	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways and sidewalk on northern side
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety

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Project No.	Projects
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
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

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Project No.	Projects
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

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, universal access improvements	Improvements to the NMT network in rural and semi-rural residential settlements 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.	5	1	1	1	1	1
3.	NMT link over the N1 between Klapmuts North and South	Investigation of NMT linkages enabling access between	2	1	1	n/a	n/a	n/a

		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. to enable residents to the south of the N1 to benefit from the opportunities north of the N1						
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

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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 CITP, 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 CITP 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 CITP 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).

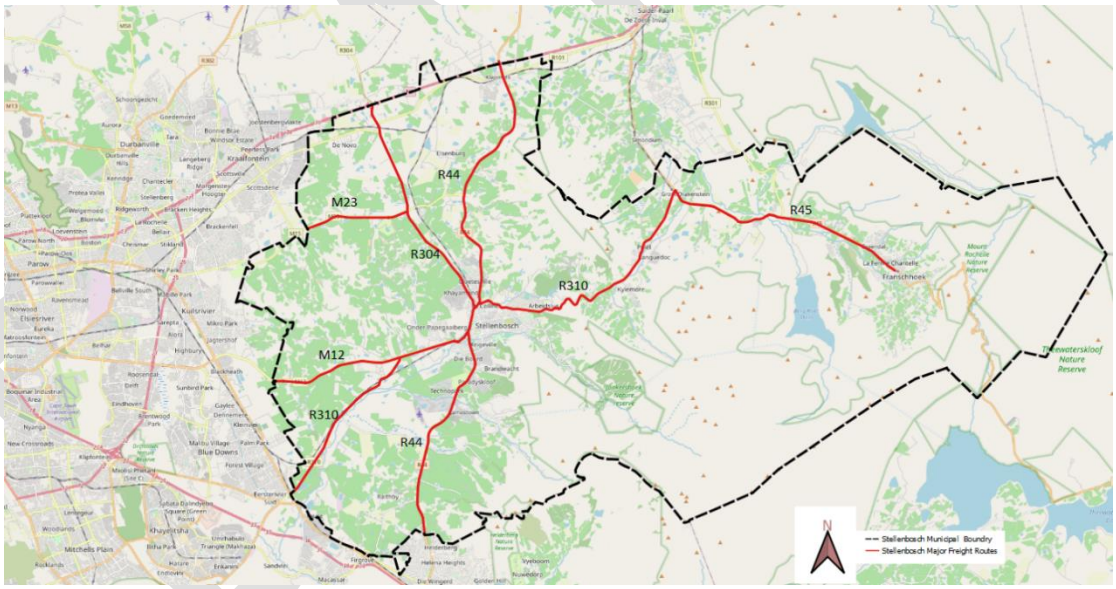


Figure 10-1: Stellenbosch Major Freight Routes

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 CITP 2016-2020, 2016). The existing and future industrial areas can be seen in **Figure** 10-2.

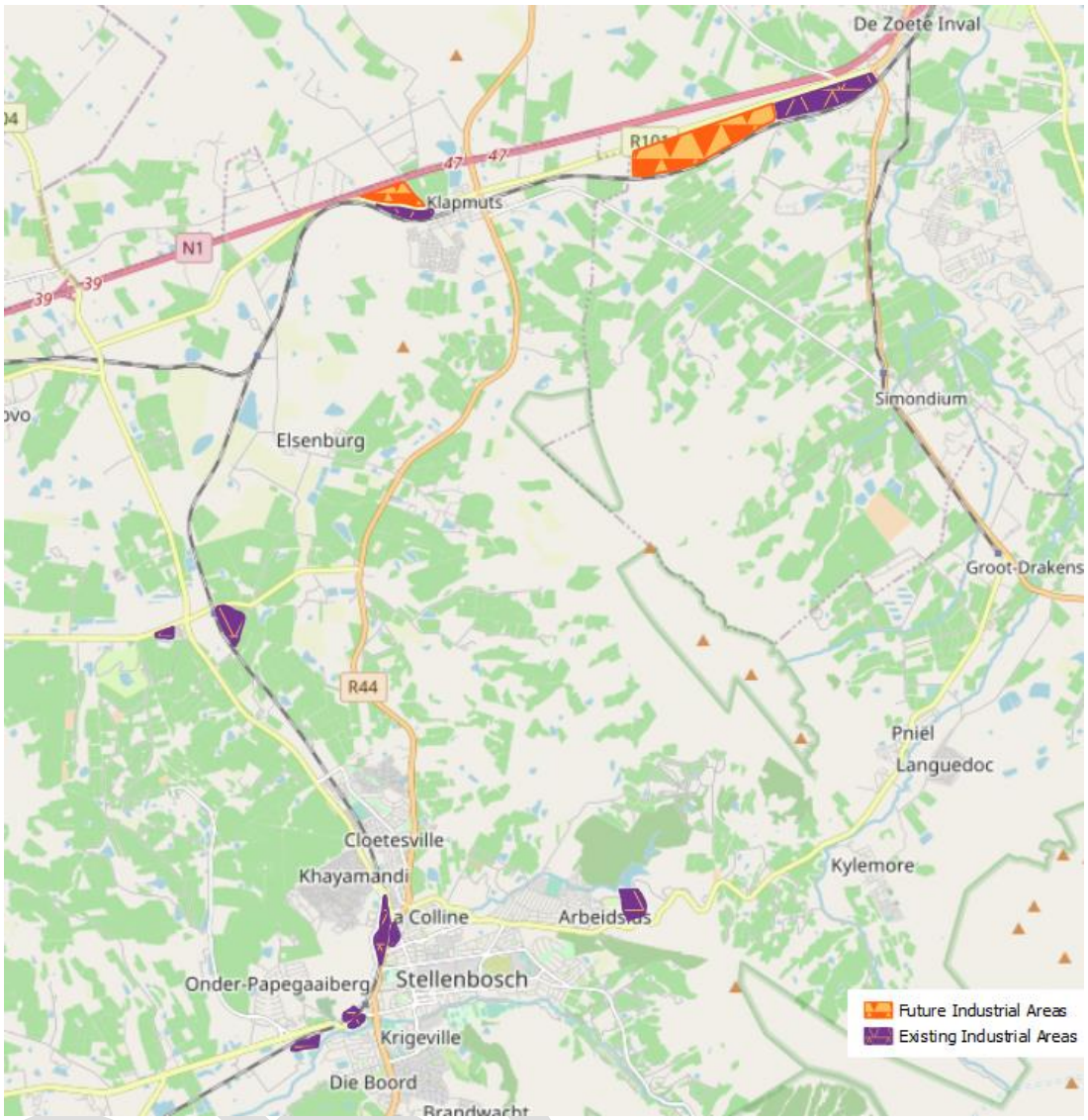


Figure 10-2: Existing and Future Industrial Areas

(Source: Stellenbosch CITP 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 CITP 2016-2020, 2016). **Figure** 10-3 illustrates a large concentration of agri-processing within Stellenbosch Municipality.

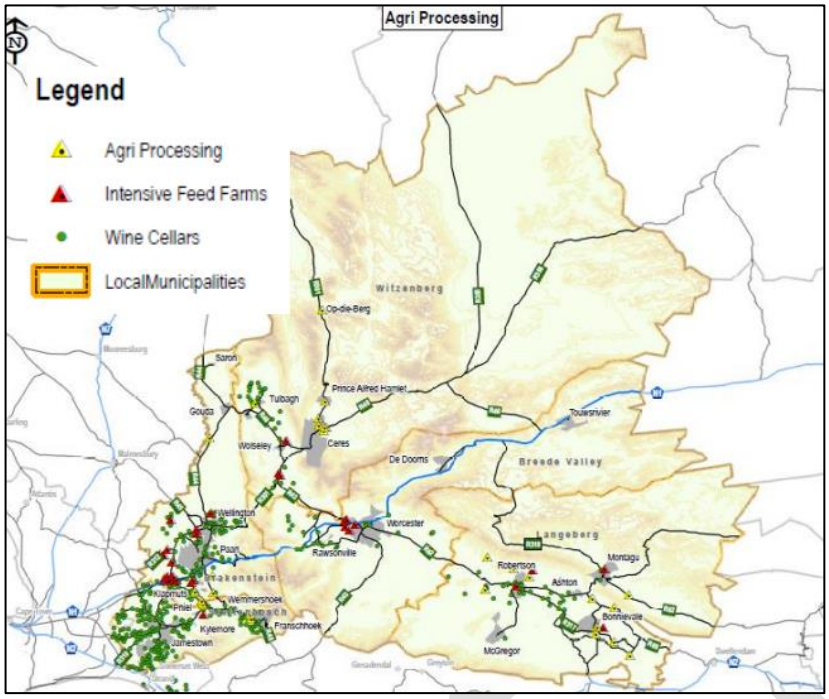


Figure 10-3: Agri-Processing within Stellenbosch Municipality

(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: Western Cape Government Provincial Freight Strategy (Western Cape Government, 2019)

The Western Cape Government 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 Western Cape Government 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 Western Cape Government 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 CITP 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 CITP 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			• 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 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 Western Cape Government is responsible for the control of overloaded freight vehicles (Western Cape Government, 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.

10.5.2 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.

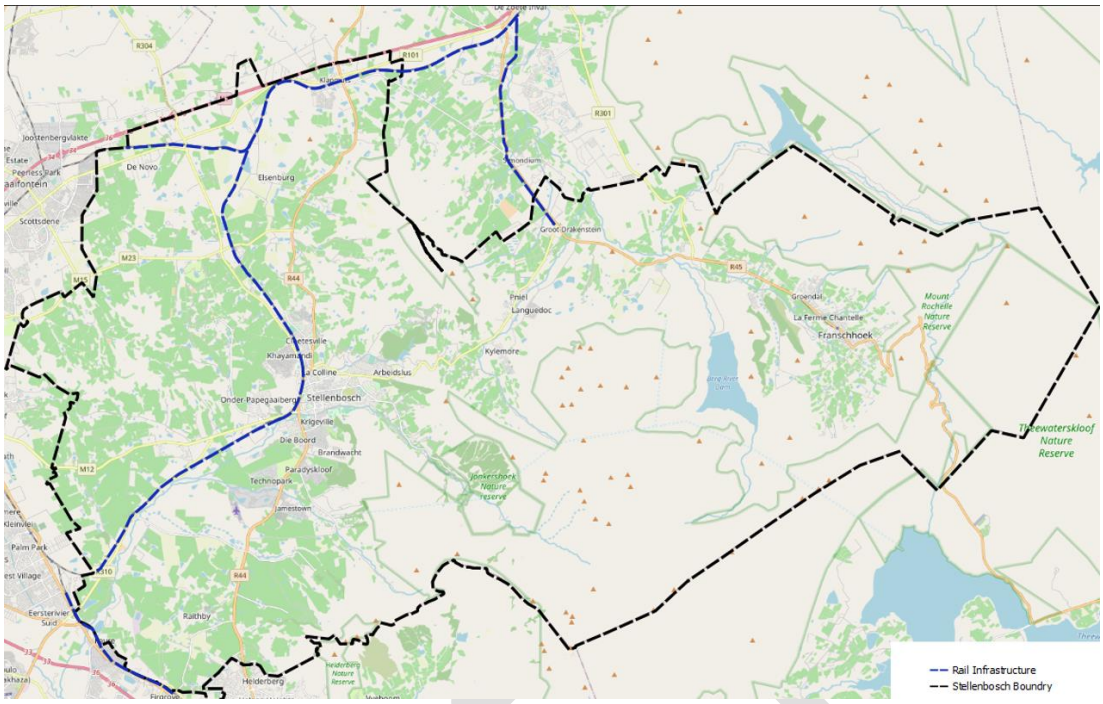


Figure 10-6: Stellenbosch Rail Infrastructure

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.

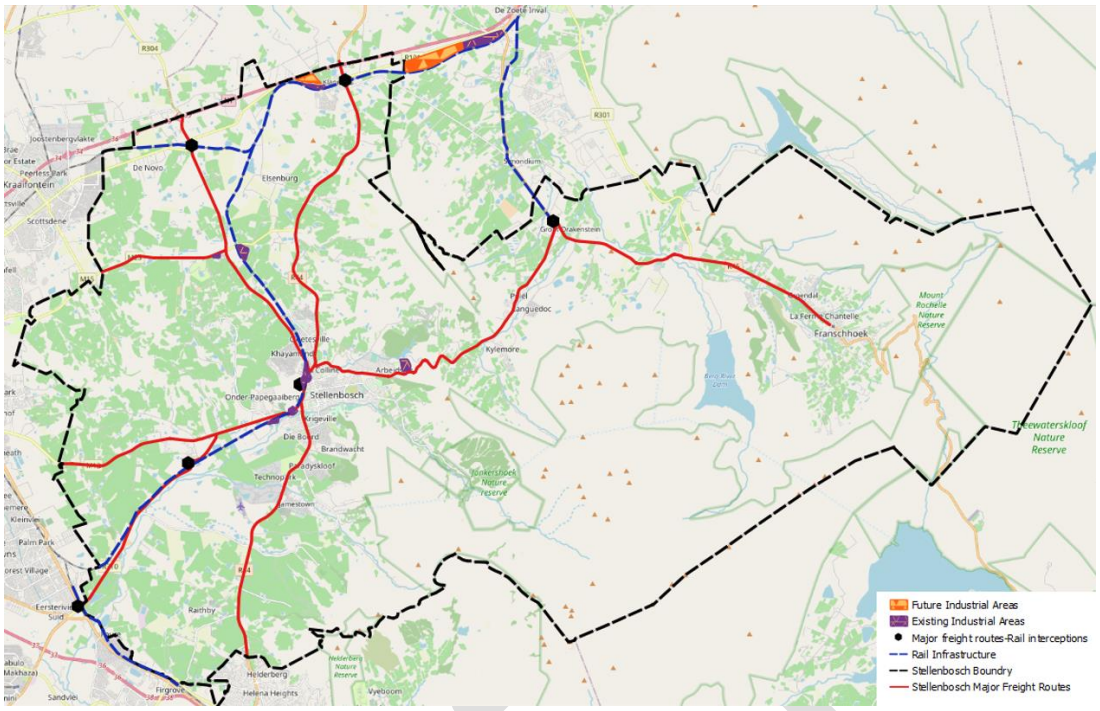


Figure 10-7: Stellenbosch Major Freight Routes/Rail Interceptions/Industrial Areas

10.5.3 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.

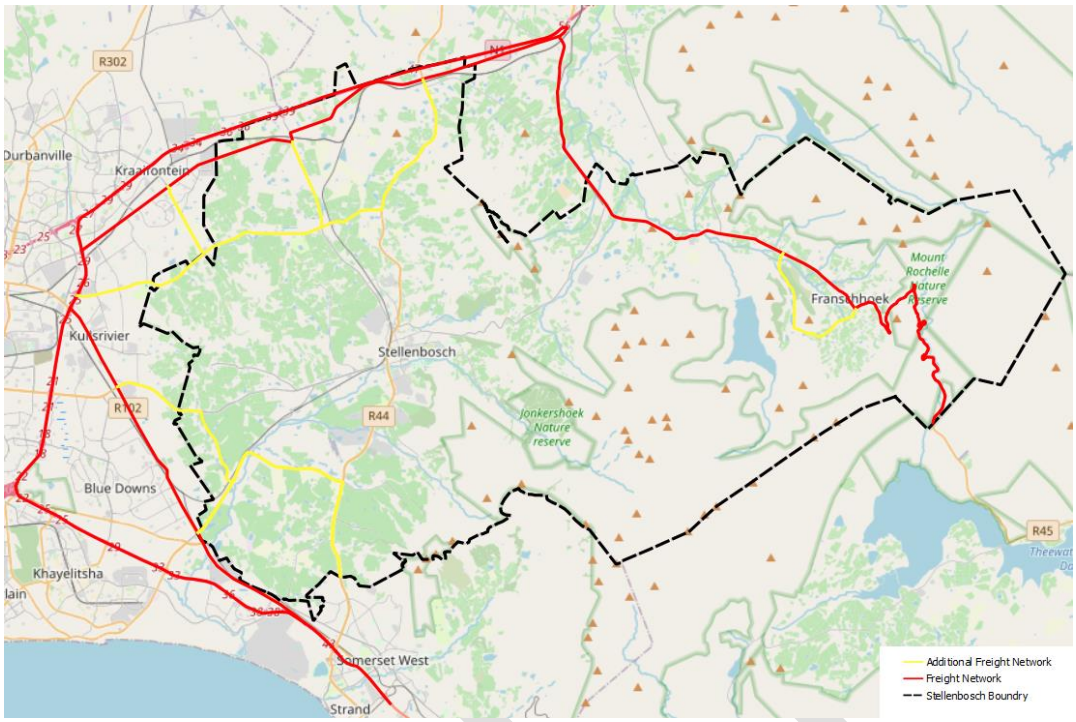


Figure 10-8: Possible Hazardous/Abnormal Goods Network

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.

10.5.4 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) (Western Cape Government, 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 C02 emissions. **Figure** 10-9 shows the environmental impact of transport and logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

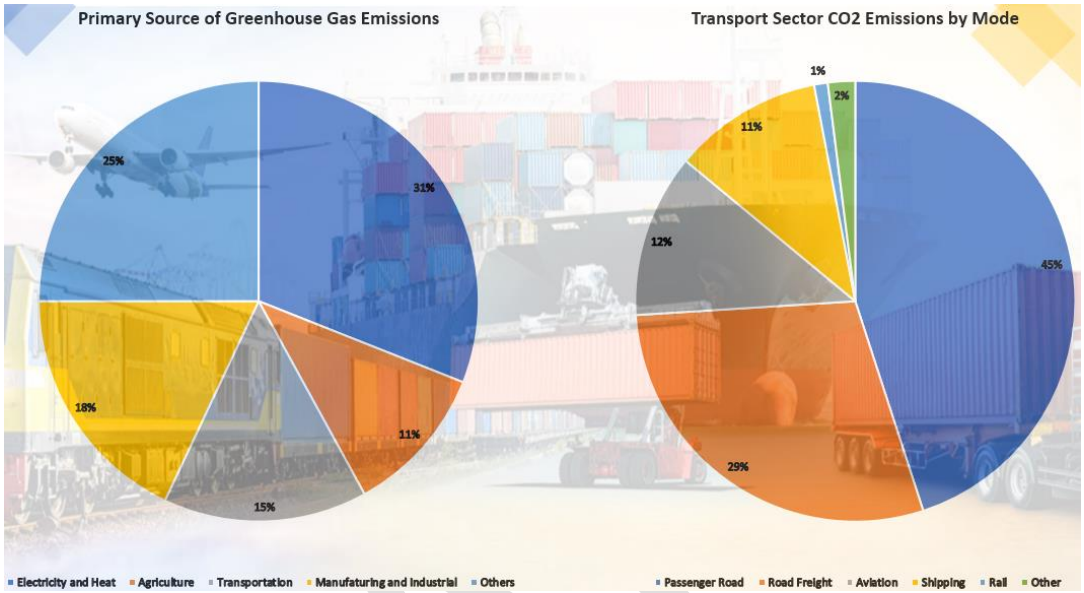


Figure 10-9: Environmental Impact of Transport and Logistics

(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								
	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**
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

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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.

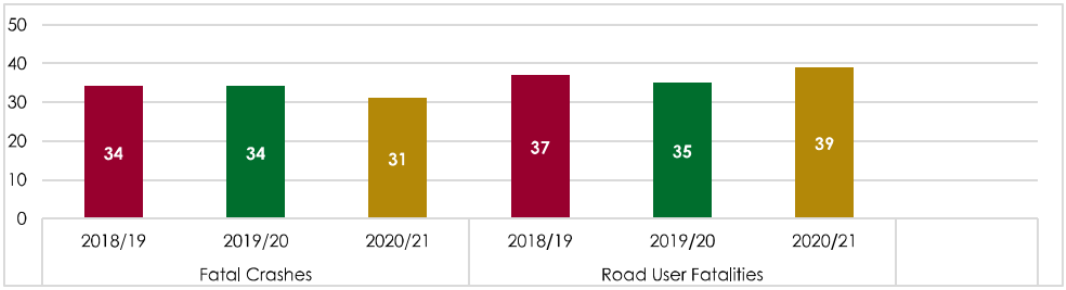
Whereas Transport leads this CITP, it is critical to understand that most municipal stakeholders have a vested interest in safe and secure mobility and public spaces; and that most will benefit from increased use of public transport and reduced congestion in Stellenbosch.

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 CITP 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.



Source: Western Cape, Social – Economic Profile 2021

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 License 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 incentives 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	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: • 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**
		• c/o R44 and Winery Road • c/oWinery Road and M9 • c/o Watson Road close to to Winery Road						
2.	Neighbourhood Watch Equipment	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.	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 where identified:

- The existing parking facility at Stellenbosch rail station, and
- Parking adjacent to Bloemhof High School.

For Franschhoek, one vacant areas (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 Fanschhoek 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 CITP 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 CITP 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 to 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

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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 complete 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 **Error! Reference source not found.**

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 Western Cape Government provides allocations to local authorities in the Province per line function which in 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 ????, there are Provincial Departments that are directly involved in projects in the SM. The budgets, per department, are indicated in Table 12.3.

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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

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Of the 38 projects that the Western Cape Government is involved with in SM, 12 are the responsibility of the Transport and Public Works Department. The infrastructure and capital projects listed in Table12. ??? (above) 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 Kuilsriver-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 Kuilsriver-Stellenbosch	R64 000
		3926	CW DM regravel	R84 400
		3929	CW DM regravel	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 CITP) 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 increasing 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 hight 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 owing 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 and 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				
Allocations	R495	R495	R1 122	R2 112
Projects and Programmes				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				
Allocations	R495	R495	R1 122	R2 112
Projects and Programmes	R375 851	R375 851	R375 851	R1 127 553
Stellenbosch Municipality	R66 961	R75 300	R54 857	R197 118
Roads and Stormwater	R27 411	R30 450	R29 677	R87 538
Traffic Engineering	R17 100	R19 500	R12 880	R49 480
Transport Planning	R18 950	R25 350	R12 300	R56 600
Project Management Unit (PMU)	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 CITP 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 CITP 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 CITP 2016 -2020 is reviewed in Table 12.8.

Table 12.8: Five-Year Budget (from CITP 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	• 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**	1. Introduced in 2019/20 2. Continue up to 2022/23, subject to review

Municipal Infrastructure Grant	• Number of poor households impacted through the construction of new infrastructure and the upgrading and renewal of existing infrastructure for:
	  • **street and community lighting**
	  • **public facilities**
	• Number of kilometres of municipal roads developed, upgraded and maintained servicing the poor
		3. Continue until 2022/23, subject to review

Urban Settlements Development Grant	The following outputs should be funded by the grant to support the improvement of the overall built environment: • 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**	4. The USDG will continue until 2022/23, subject to review 5. The UISP component is intended to become a separate conditional grant in 2021/22, subject to review
Integrated City Development Grant	• Number of infrastructure projects including **public transport**, roads, water, energy, housing, land acquisition and development in implementation within identified integration zones	6. Continue over the 2020 MTEF, subject to review

Neighbourhood Development Partnership Grant	• Targeted locations with catalytic projects, defined as **urban hub precincts** with secondary linkages and rural regional service centres;
	  • catalytic programmes within integration zones; or
	  • built environment upgrade projects in urban townships and rural towns
		7. Continue over the medium term

Public Transport Network Grant	Network Operations Component • 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	8. Continue until 2022/23, subject to review

Name	Output	Project Life
	• Percentage uptime for network operating systems as a proportion of the network's public operating hours • Passengers per network vehicle per average weekday Network Infrastructure Component • 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 CITP, 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 CITP.

DRAFT

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 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.

13.2.2 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.

13.2.3 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

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 stakeh0lders 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

On the 3rd of May 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-haling 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 operating licences. 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 operative 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

The workshop 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 incentives 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

- 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.

13.5.4.2 Open Day: Franschhoek

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 taxis 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 a 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 CITP.
- 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

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

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

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

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.

13.6 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 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.

13.6.1 Key themes drawn from the data

- **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.

13.6.2 Concluding Comment

Stakeholder ‘interest groups’ such as the cycling community came into the Open Day in Stellenbosch with a lot of anger and aggression. Some were very rude, also to visiting municipal officials. This made them hard to hear, but also seemed on reflection to be misplaced as they didn’t express the need for anything beyond what was already contemplated. Their assumptions were that the CITP 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 it’s 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.

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APPENDIX A: PUBLIC TRANSPORT PLAN

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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	• **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	• **The farming community surrounding Stellenbosch. The policy requires that rural transport programmes need to be identified and assessed.**
3. Integrated ticketing system	• **Policy states that NDoT should continue to drive, facilitate, and assist in funding.** • **Feasibility in Stellenbosch Municipality unknown**
4. Performance monitoring	• **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	• **Policy requires ITPs to integrate all modes of public transport which in Stellenbosch includes:** ○ **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 CITP 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 CITP Concept, Key Strategies, and Proposals

The 2016 CITP 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 CITP 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 CITP 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 CITP 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 CITP 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 CITP, 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. • 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	• 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	• 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	• 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	• 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 CITP, 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	• **Strong regional road connections to existing or planned higher order urban settlements (Stellenbosch, Franschhoek, Klapmuts)**	• **New roads or road upgrades to include a**

Elements	Improvements/Upgrades	Possible Project/Actions
		• **bypass with access to national routes** • **High capacity arterial which accommodates dedicated road-based public transport north and south of CBD**
Rail as a regional and local connector	• **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 Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlottenburg and Lynedoch** • **Rail services between Somerset West to Paarl or limited within Stellenbosch Stations**	• **Lobby PRASA to improve rail services** • **Prepare feasibility of private rail services**
Short-term	• **Quality of vehicles** • **Quality of drivers** • **Public transport stops (seating, lighting, shelter) for high demand locations**	• **Driver training programmes** • **Prepare a Public Transport Plan** • **Shelters and stop upgrades** • **TOD developments around stations and stops**
Operational	• **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**	• **Prepare a Public Transport Plan** • **Prepare Operations Plan**
Regional Road Based Services	• **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**	• **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, Cloetesville, Kayamandi, Franschhoek, Klapmuts, Vlottenberg, etc.)	• **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**	• **Public Transport Plan and investigate new or supplemental routes and alternative booking systems during off-peak**
Local CBD Circulation Service (Stellenbosch,	• **Funded by business, university, and development** • **Contributions operated by existing MBT operators and vehicles, but with branding, driver training,**	• **Local CBD Circulation Plan**

Elements	Improvements/Upgrades	Possible Project/Actions
Franschhoek, Klapmuts)	**vehicle cleanliness, safety, and quality specifications** • **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 aspected 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 there of, some operators had their vehicles repossessed due to not being able to meet repayments. The associations also shared that they have experiences an increase 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 CITP (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 CITP 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.

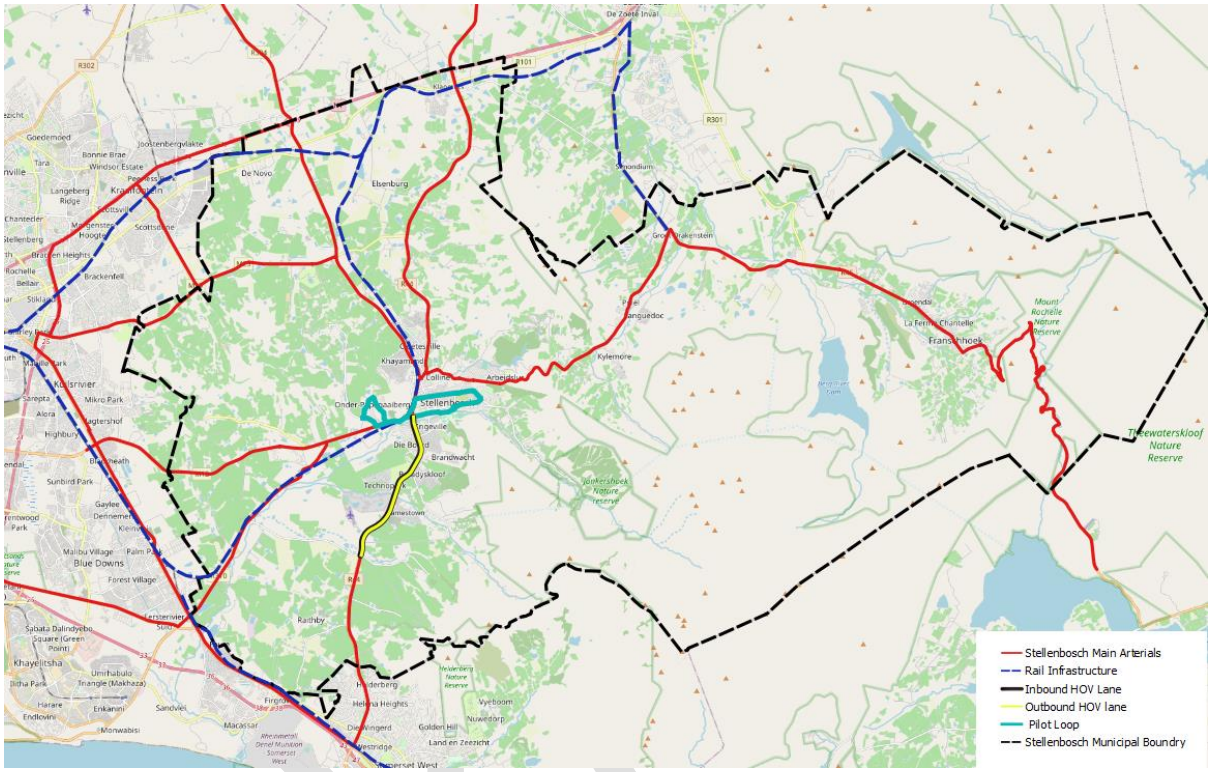


Figure 1.1: Overall network design

The main arterials, indicated in red, resent 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 Stellenbsoch 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 CITP(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
- Vlottenburg

- Lynedoch

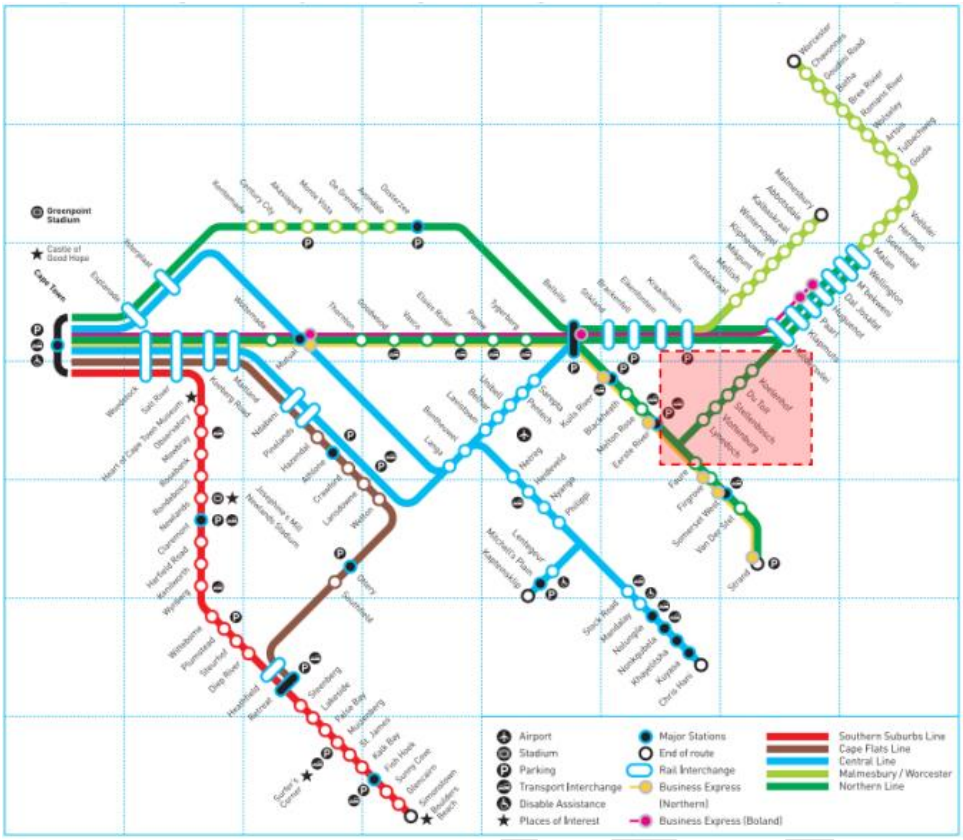


Figure 1.2: Western Cape Rail Infrastructure (Innovative Transport Solutions, 2020).

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 CITPs.



Figure 1.3: Proposed Rail Phased Approach

1.5 Contracted Services Plan

1.5.1 Proposed in the 2016 CITP

Contracted services refer to legally enforceable agreements for the provision of transport services. The 2016 CITP presented a formalised Public Transport Service that was first proposed in the 2011 Stellenbosch CITP. This service was to be a road-based scheduled public transport service, operating on six routes within Stellenbosch town. For the revision of this CITP, 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 CITP and supported in the 2016 revision and included in this current revision (2022).

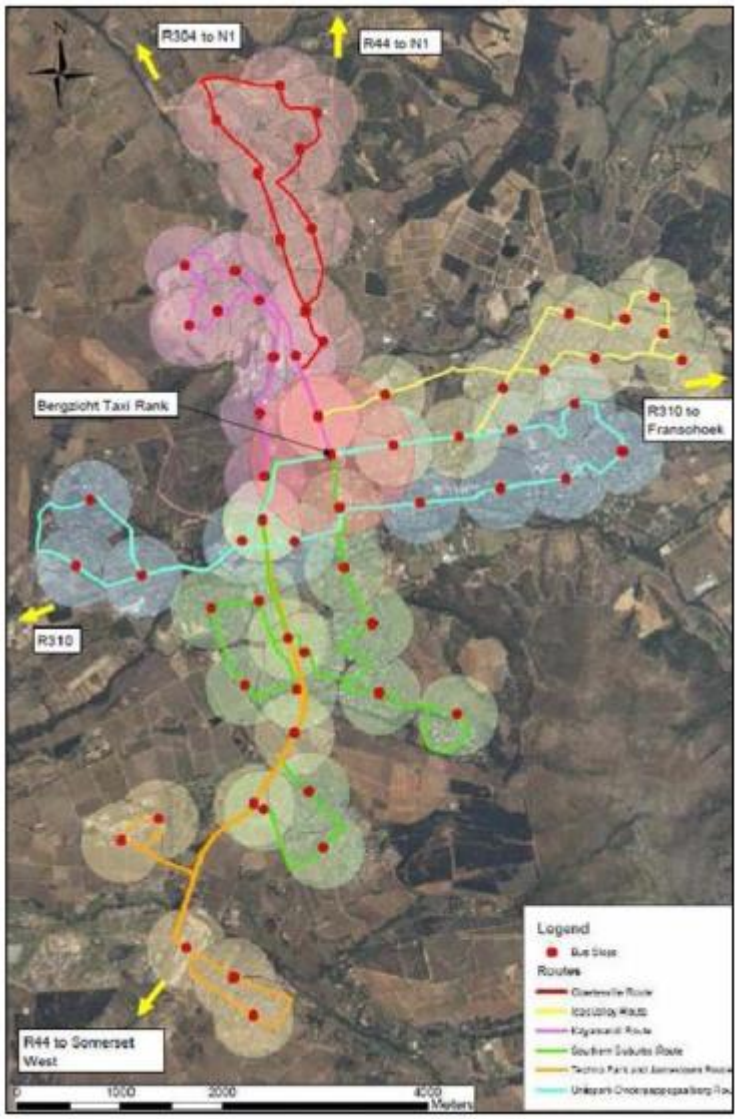


Figure 1.4: Proposed Public Transport Routes, CITP 2016

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.

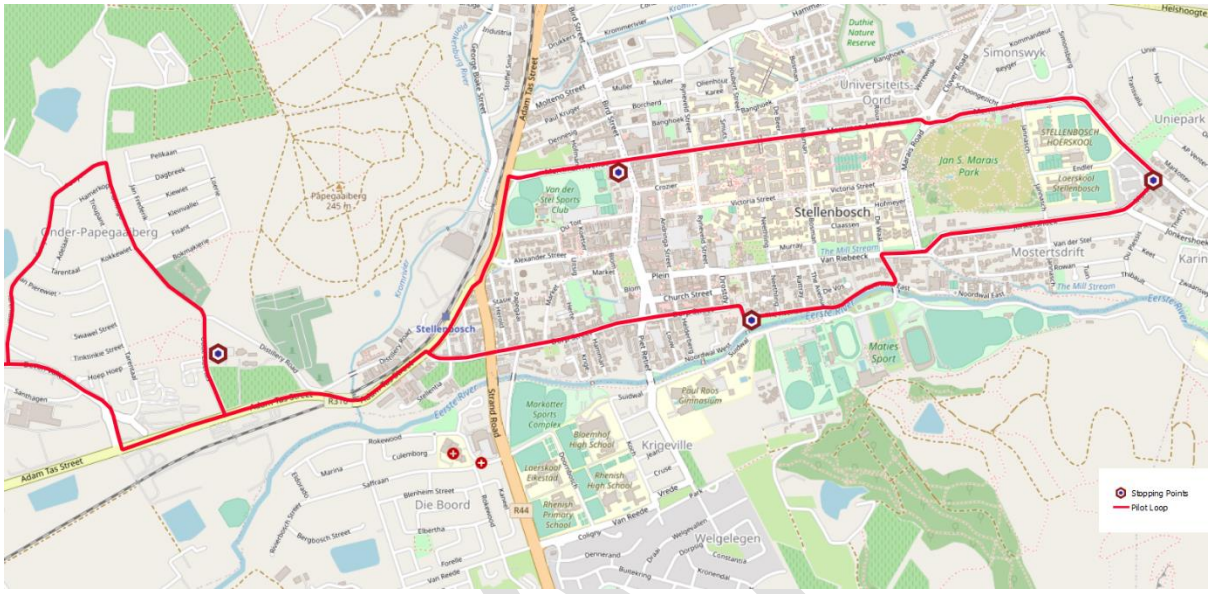


Figure 1.5: Uniepark/Oner Papegaaiberg Loop

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****Error! Reference source not found.**, 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 +- 500m. 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**).

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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

	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
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	06:46	06:48	06:50	06:52
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	07:08	07:10	07:12	07:14
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	07:28	07:30	07:32	07:34
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	07:48	07:50	07:52	07:54
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	08:03	08:05	08:07	08:09
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	08:18	08:20	08:22	08:24
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	08:33	08:35	08:37	08:39
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	08:48	08:50	08:52	08:54
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	09:03	09:05	09:07	09:09
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	09:18	09:20	09:22	09:24
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	09:33	09:35	09:37	09:39
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	09:48	09:50	09:52	09:54
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	10:08	10:10	10:12	10:14
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	10:28	10:30	10:32	10:34
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	10:48	10:50	10:52	10:54
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	11:08	11:10	11:12	11:14
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	11:28	11:30	11:32	11:34
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	11:48	11:50	11:52	11:54
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	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
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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 taxis 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 fir 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 disemmenated 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.

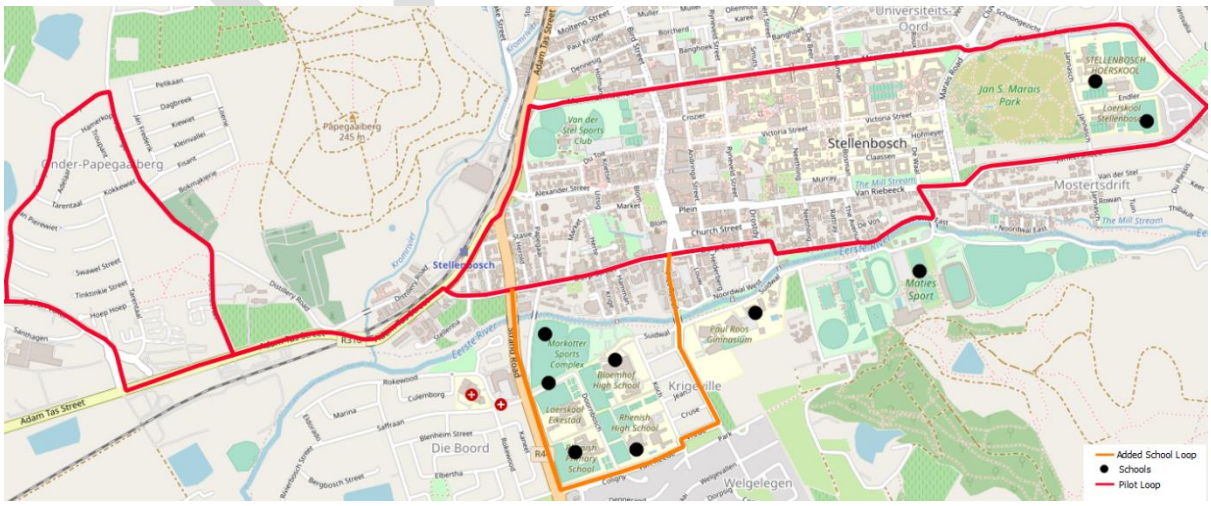


Figure 1.12: Added School Loop

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.

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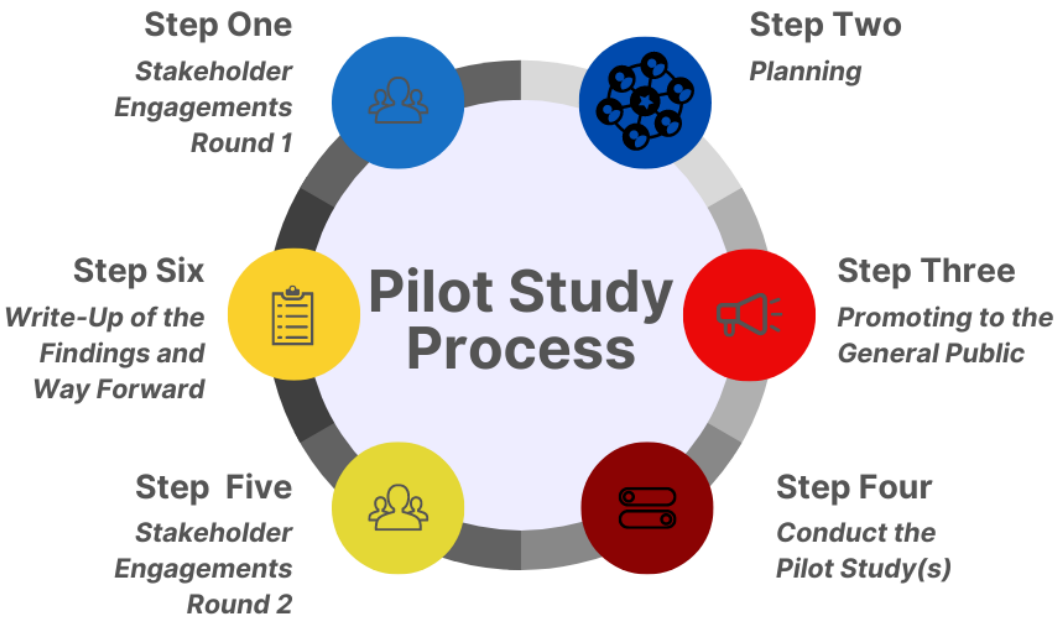


Figure 1.13: Pilot Study Process

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 CITP, 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 permittance 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.

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Table 1.11: Driver Customer Care Programme

Phase	Driver	Vehicle
1. Driver Training	The Training Programme should cover the following: • **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: • **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: • **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: • **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. • **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: • **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: • **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:
	• **To qualify for a license, the driver needs to meet the following criteria:**
	  ○ **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:**
	  ○ **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 Stellenbsoch Municipality.**
		Vehicle operating license requirements:
		• **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:**
		  ○ **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:**
		  ○ **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 programe. 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 (route755). 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 of non-contracted services within the municipality, and to essentially balance the supply and demand, an operating licence analysis were 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 Cloetesville
- 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 Rheede Road intersection, and terminate at the R44/Annandale Road intersection (as illustrated in **Figure 1.14**).

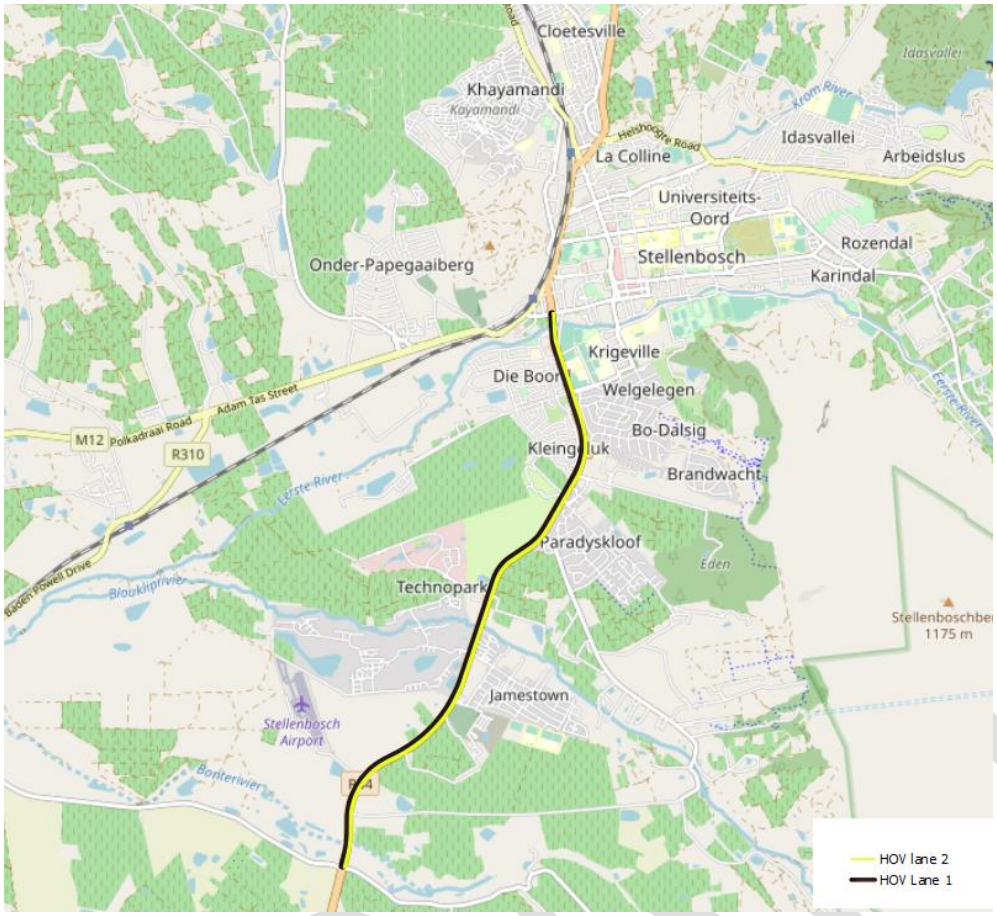


Figure 1.14: Dedicated HOV Lanes

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.

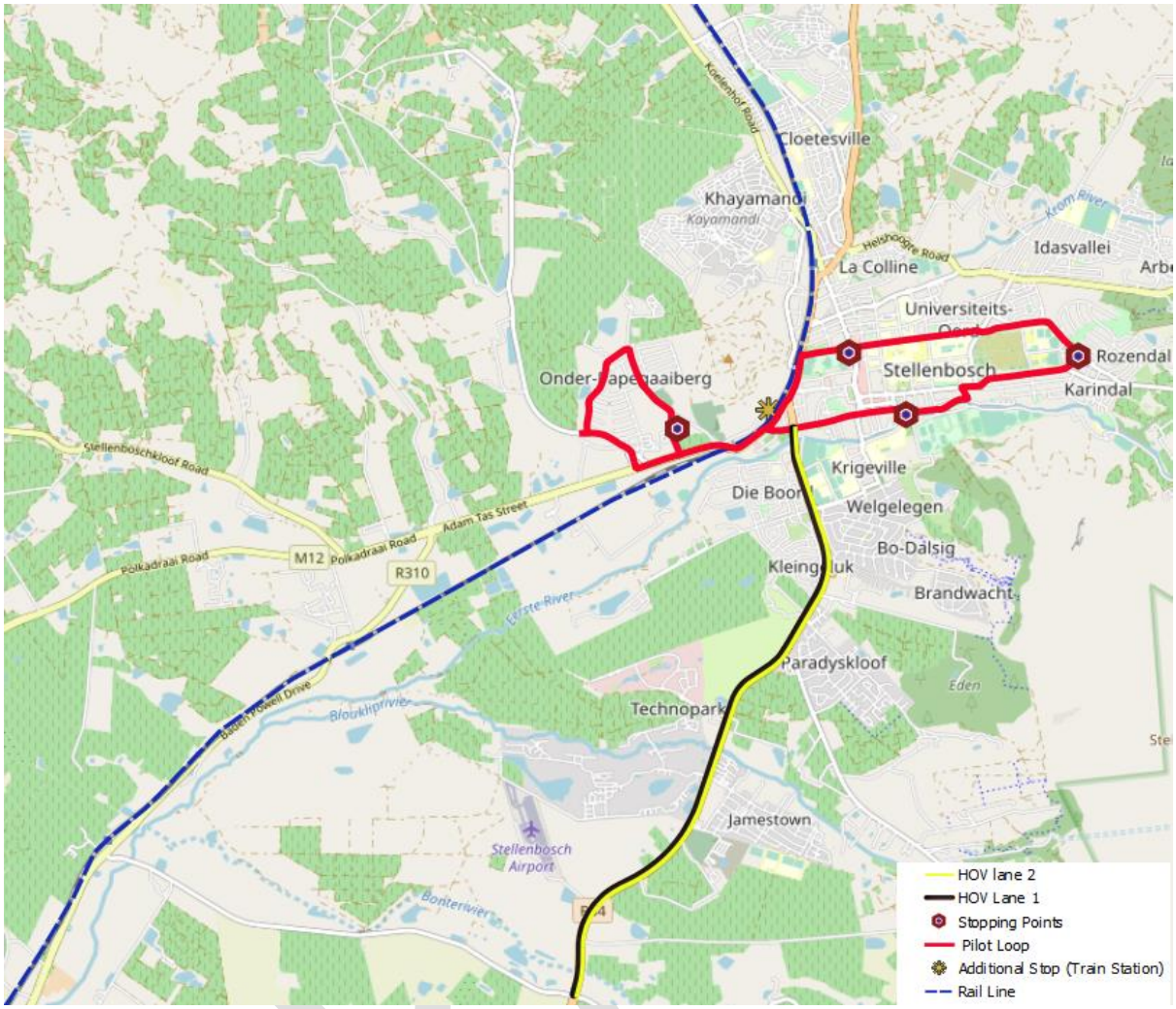


Figure 1.16: Possible Integration Opportunities



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

APPENDIX B: DETAILED TRAFFIC SURVEYS OCT-NOV 2022

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APPENDIX B1:
SUPPORTING FIGURES FOR THE R44 & TECHNO PARK ROAD INTERSECTION

Appendix A1 contains the following supporting information for the R44 & Techno Park Rd Intersection in the following figures:

- **Figure 1-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 1-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 1-3: Directional traffic volumes for the AM and PM Peak Hour**

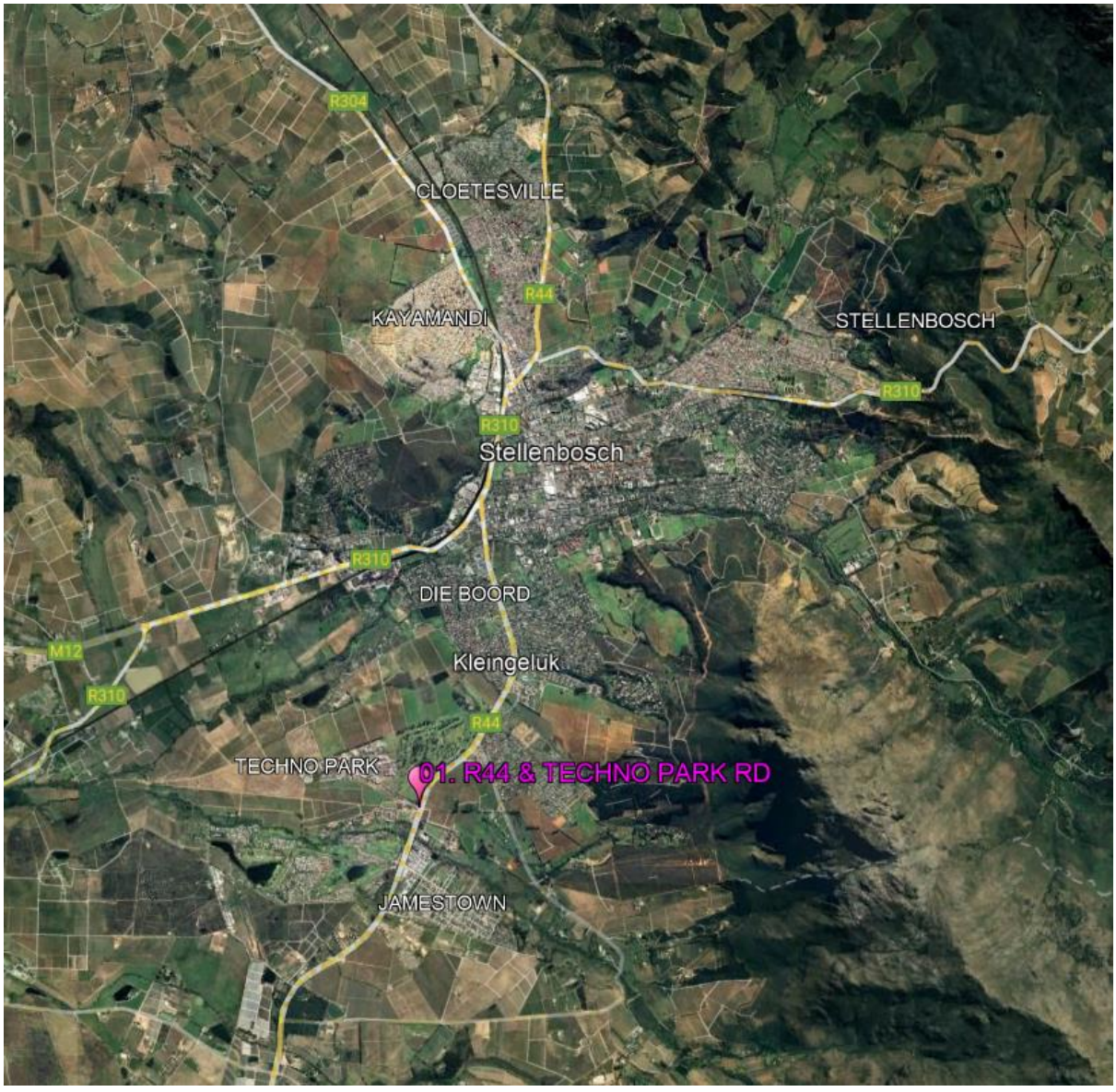


Figure 1- 1: Intersection Location

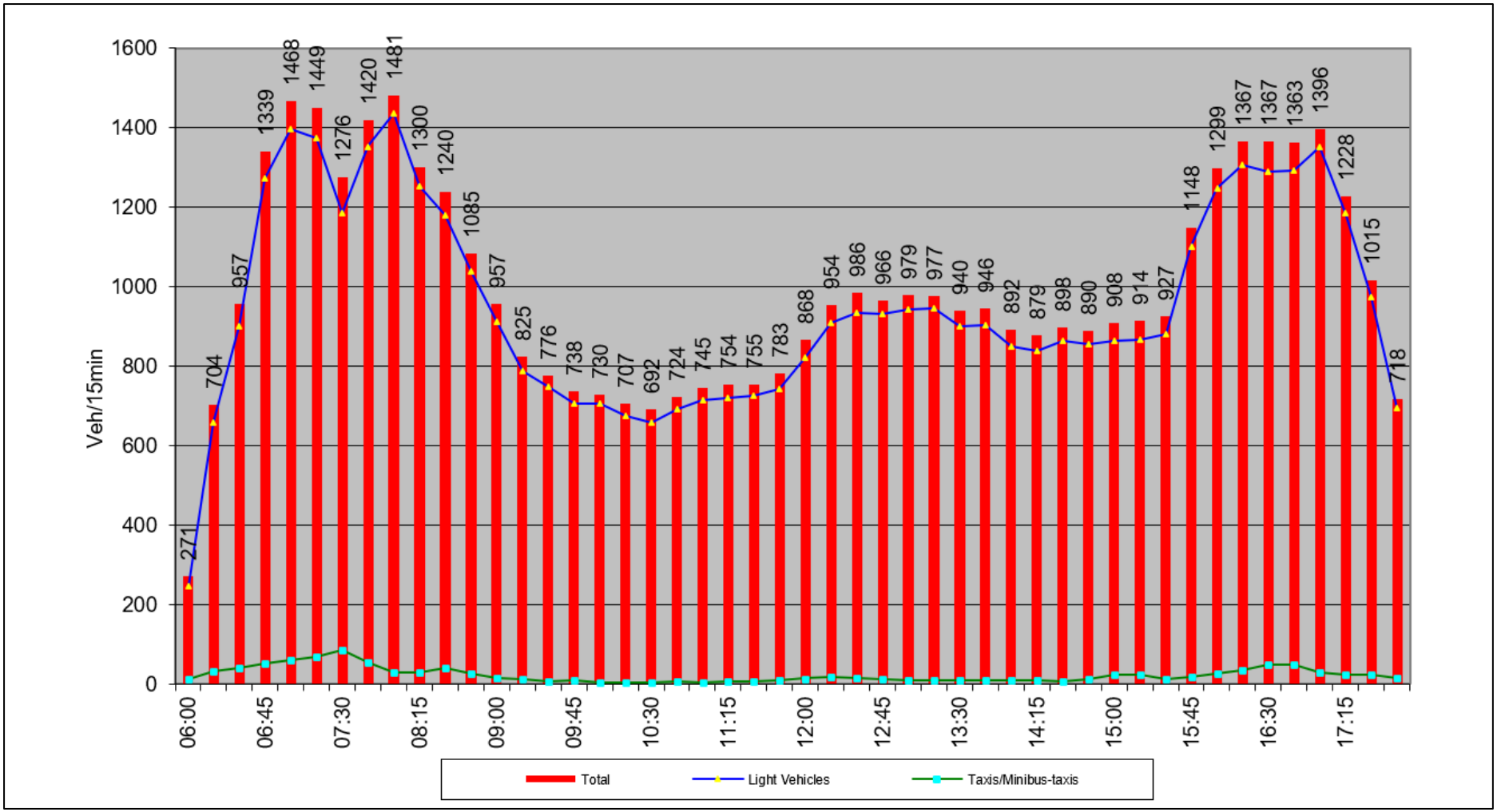


Figure 1- 2: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 2 Nov 2022

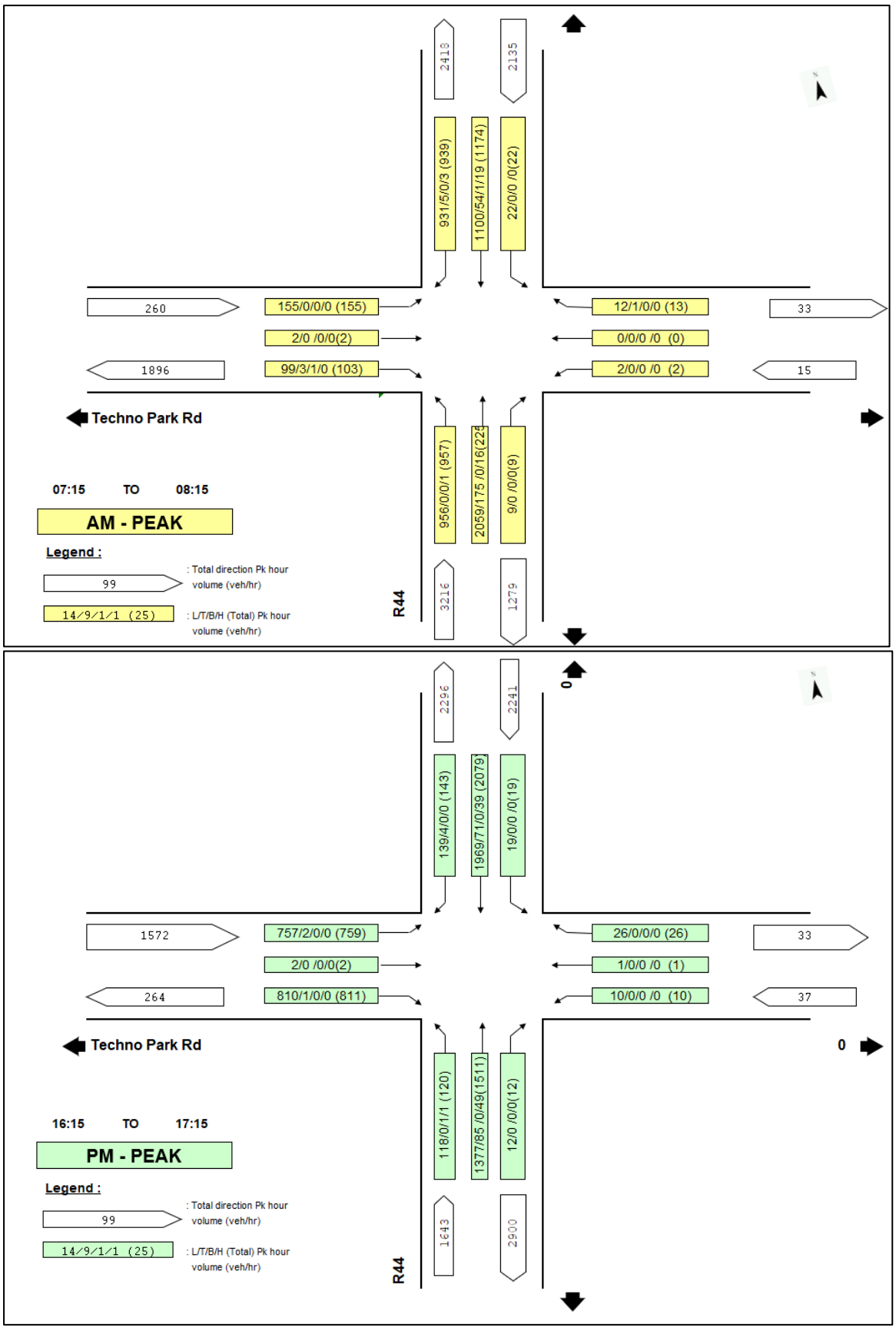


Figure 1- 3: Peak Hour Volumes as on 2 November 2022

APPENDIX B2:
SUPPORTING FIGURES FOR THE DORP STREET & R310 INTERSECTION

Appendix A2 contains the following supporting information for the Dorp Street and R310 Intersection in the following figures:

- **Figure 2-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 2-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 2-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 2- 4: Intersection Location

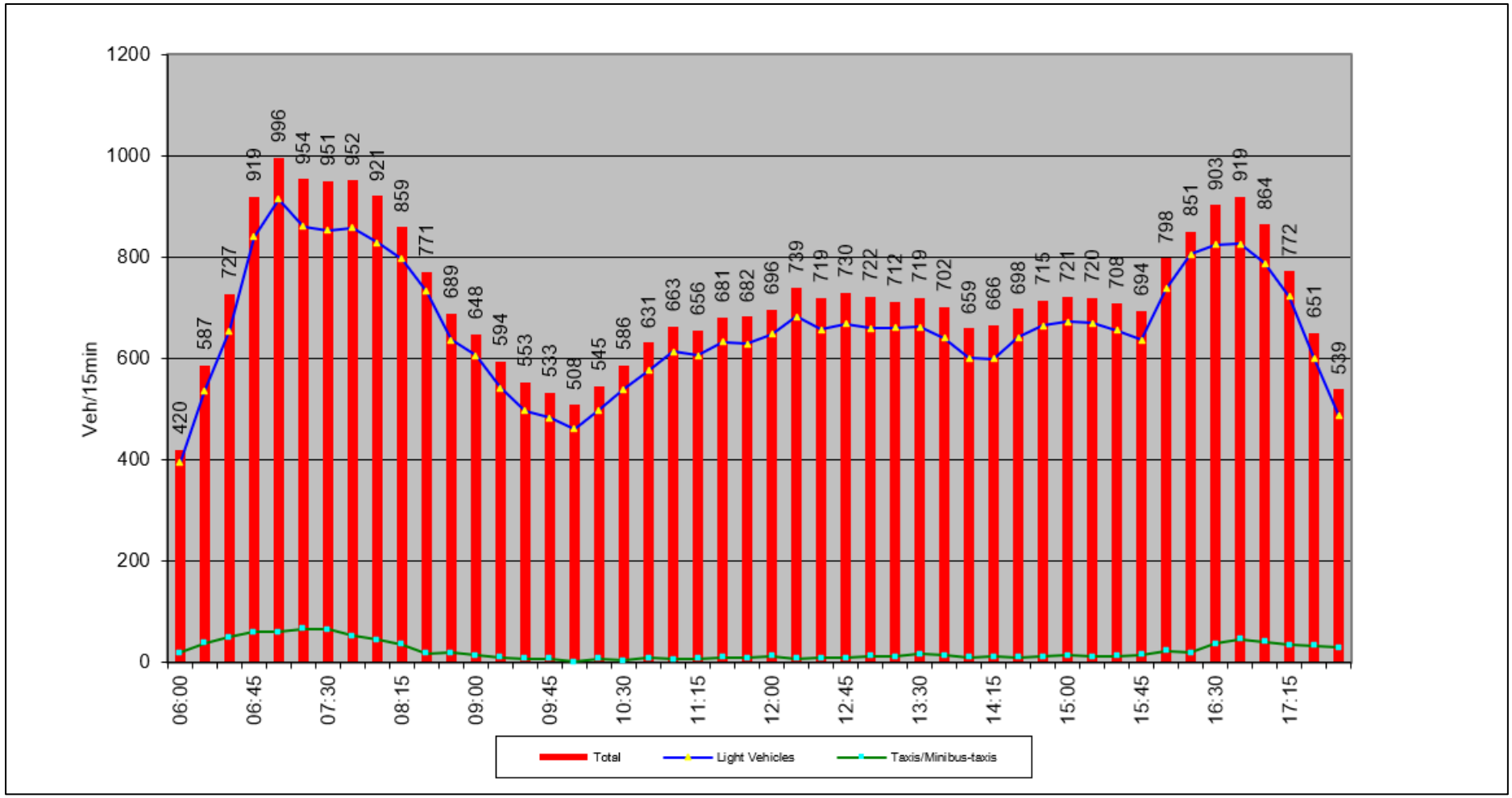


Figure 2- 5: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 26 Oct 2022

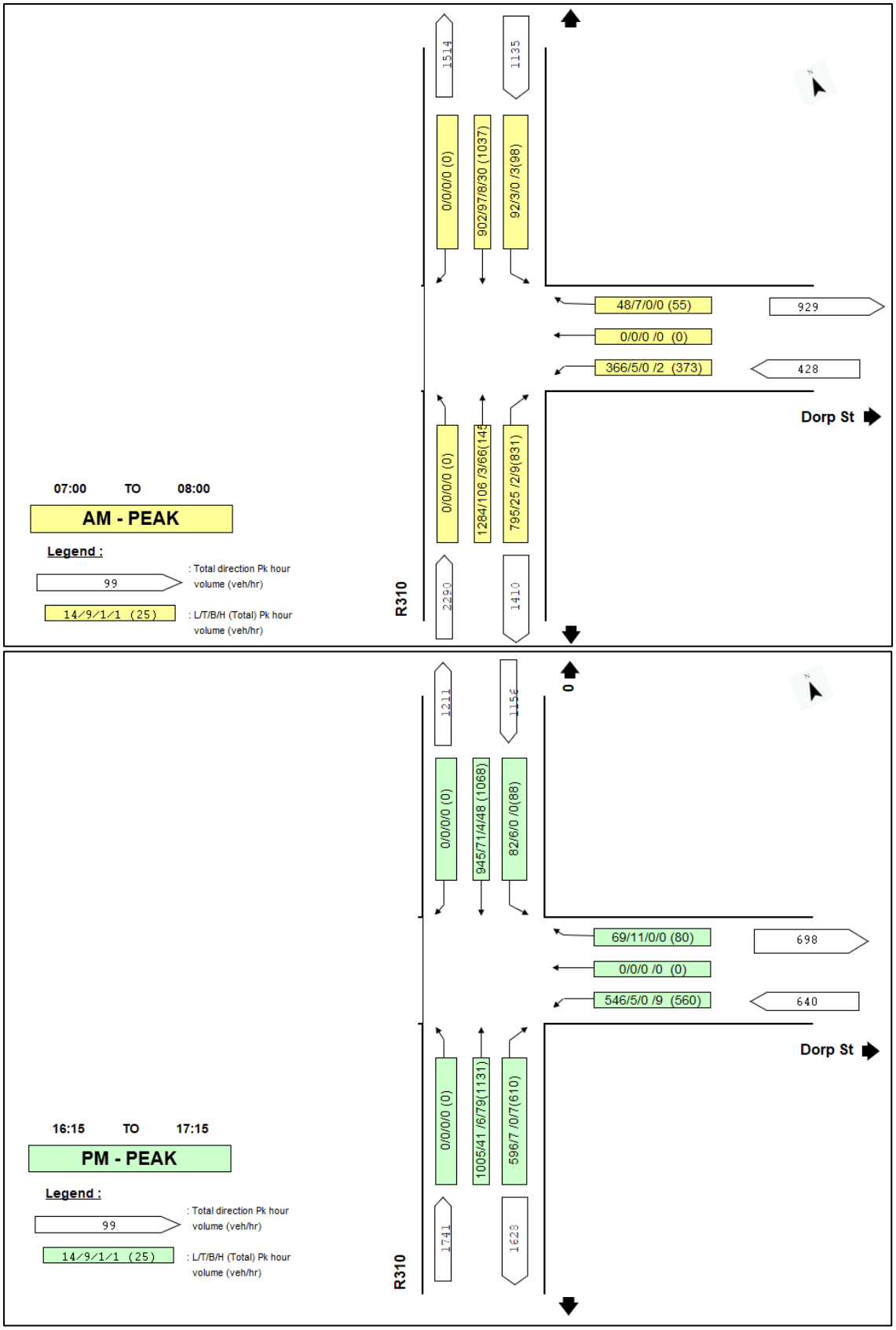


Figure 2- 6: Peak Hour Volumes as on 26 October 2022

APPENDIX B3:
SUPPORTING FIGURES FOR THE BIRD STREET & R310/R44 INTERSECTION

Appendix A3 contains the following supporting information for the Bird Street and R310 Intersection in the following figures:

- **Figure 3-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 3-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 3-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 3- 7: Intersection Location

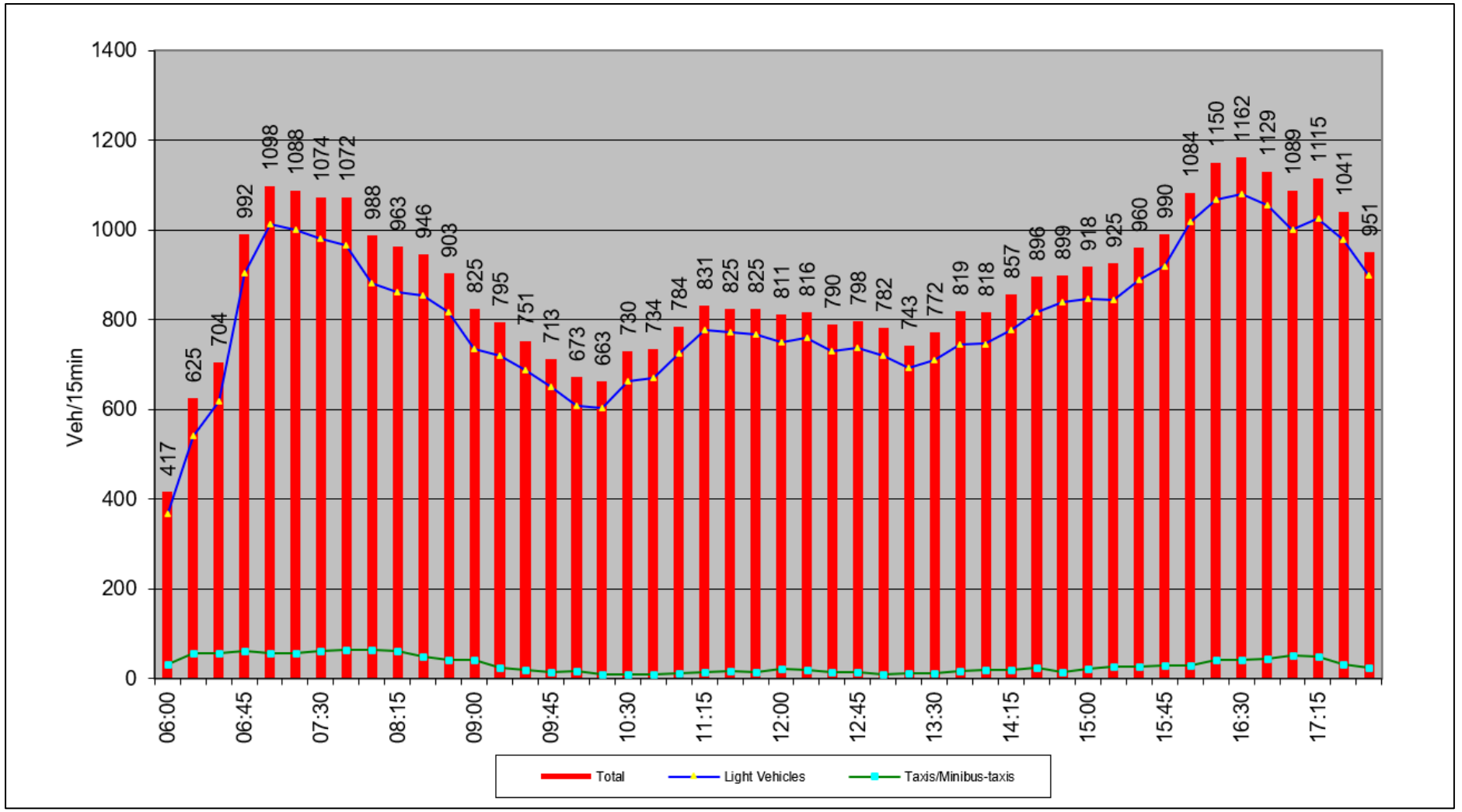


Figure 3- 8: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 26 Oct 2022

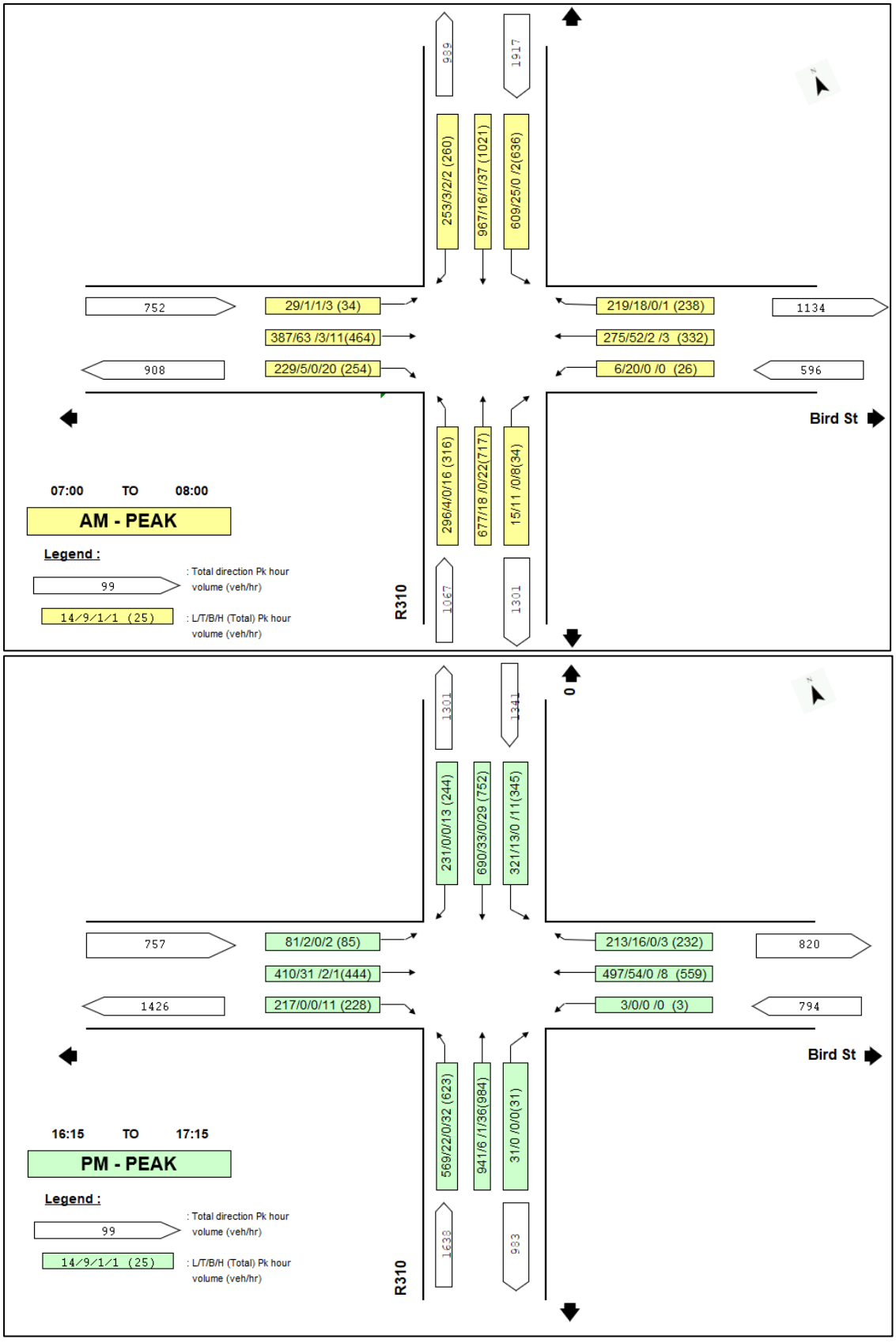


Figure 3- 9: Peak Hour Volumes as on 26 October 2022

APPENDIX B4:
SUPPORTING FIGURES FOR THE HELSHOOGTE ROAD & R44 INTERSECTION

Appendix A4 contains the following supporting information for the Helshoogte Road and R44 Intersection in the following figures:

- **Figure 4-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 4-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 4-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 4- 10: Intersection Location

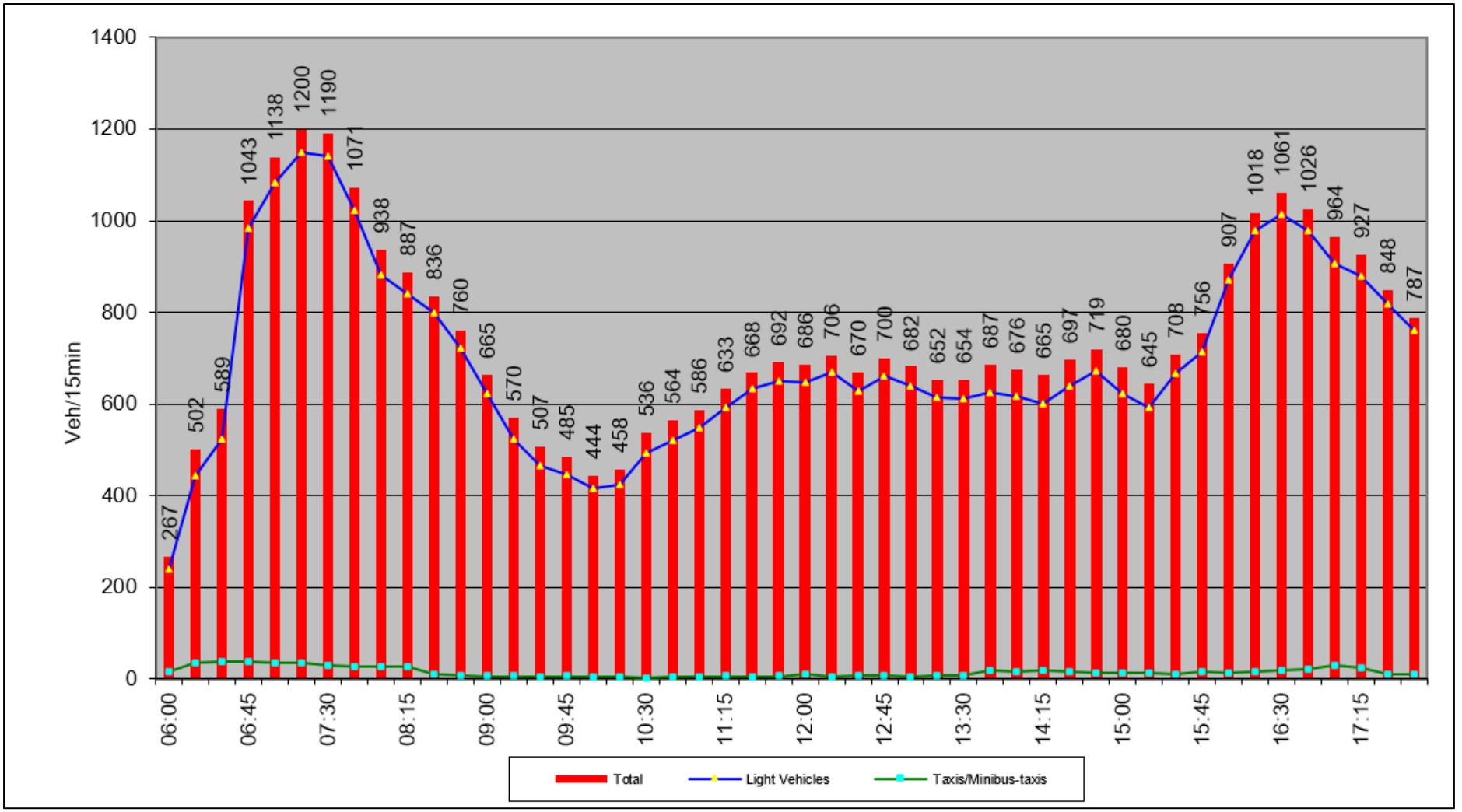


Figure 4- 11: Variation Over 12 Hours (total traffic entering intersection per 15 minutes) – 26 Oct 2022

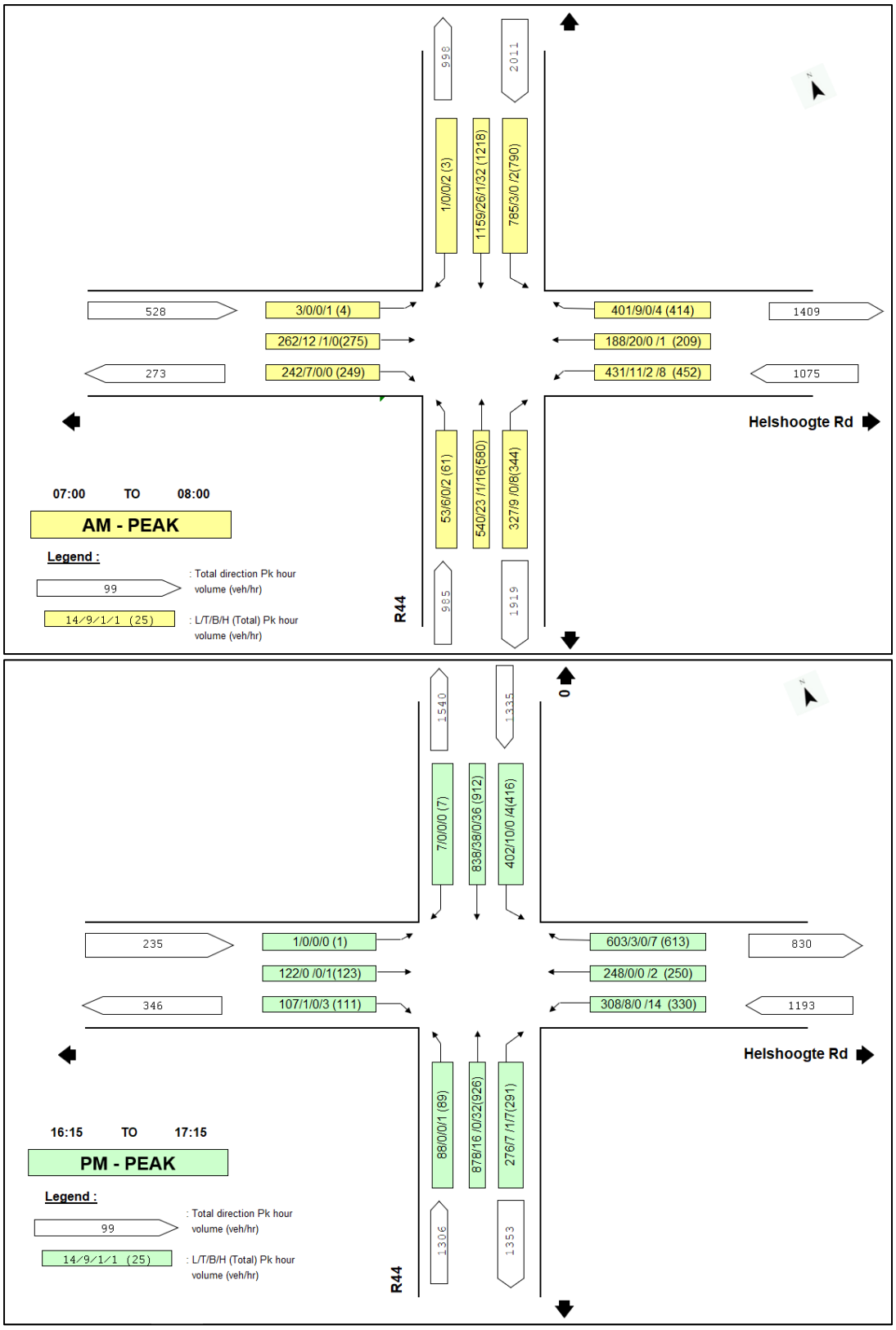


Figure 4- 12: Peak Hour Volumes as on 26 October 2022

APPENDIX B5:
SUPPORTING FIGURES FOR THE HELSHOOGTE ROAD & CLUVER STREET INTERSECTION

Appendix A5 contains the following supporting information for the Helshoogte Road and Cluver Street intersection in the following figures:

- **Figure 5-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 5-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 5-3: Directional traffic volumes for the AM and PM Peak Hour**

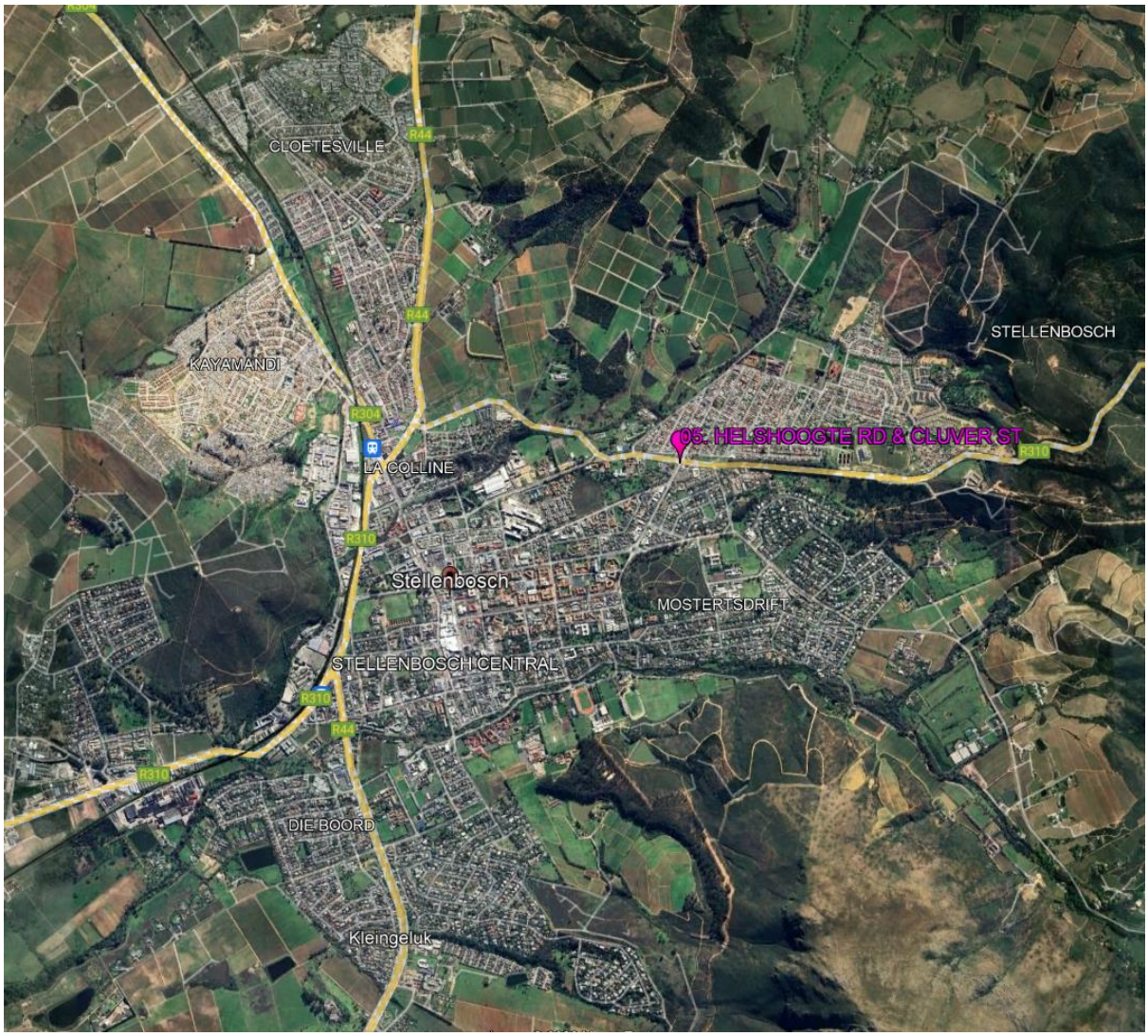


Figure 5- 13: Intersection Location

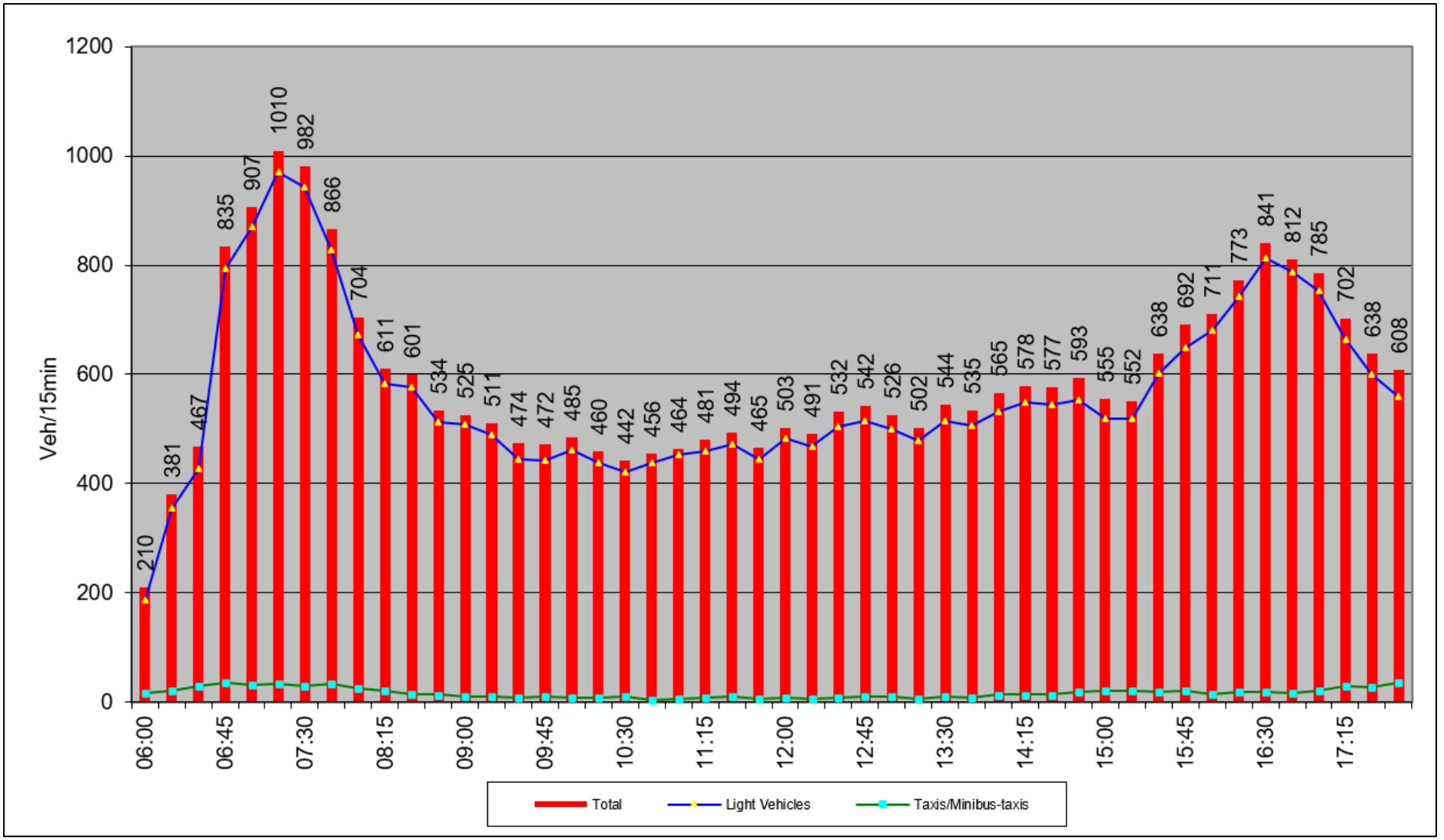


Figure 5- 14: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 26 Nov 2022

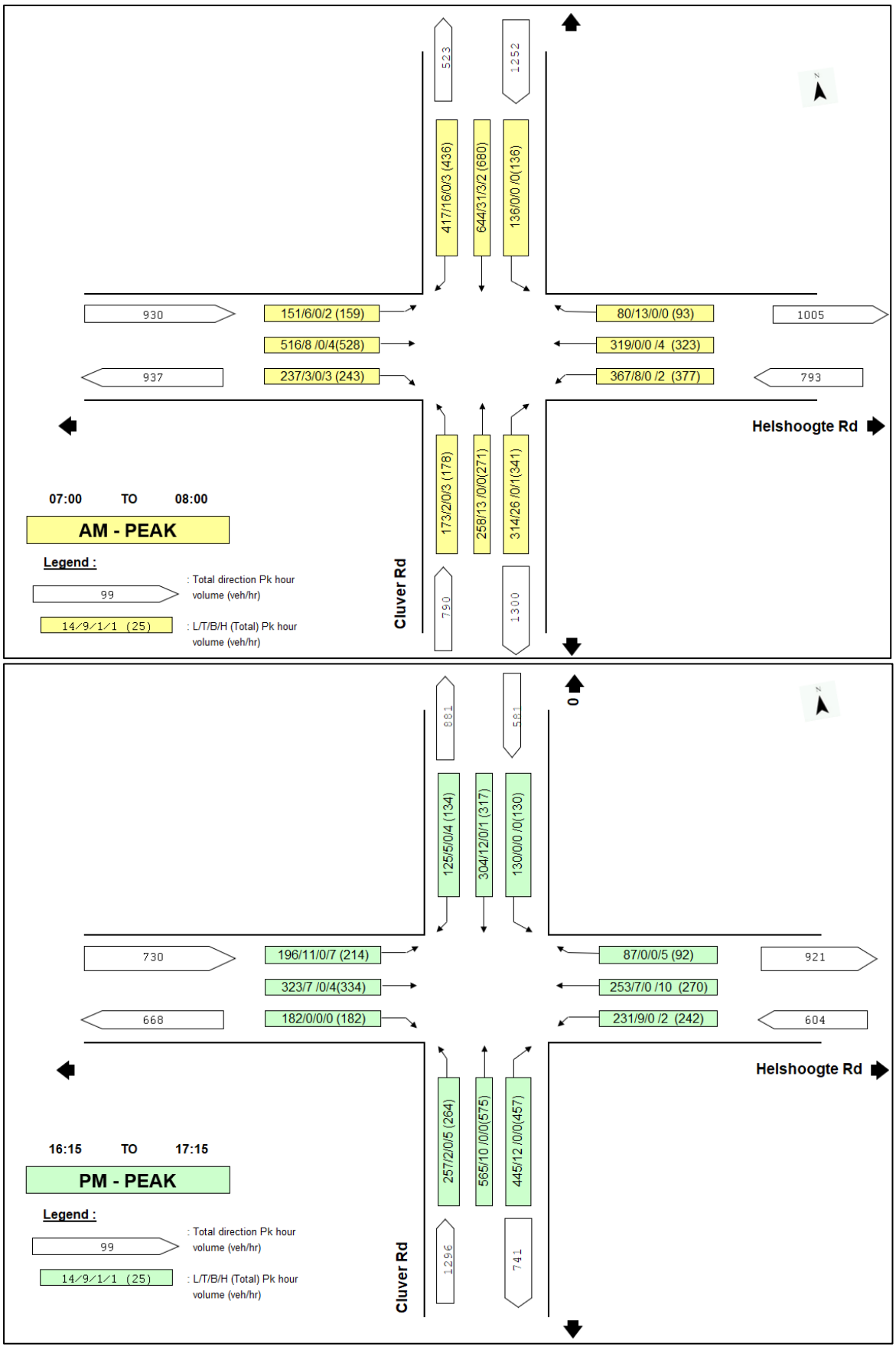


Figure 5- 15: Peak Hour Volumes as on 26 November 2022

APPENDIX B6:
SUPPORTING FIGURES FOR THE R310 BADEN POWELL DRIVE & ANNANDALE ROAD INTERSECTION

Appendix A6 contains the following supporting information for the R310 Paden Powell Drive and Annandale Road Intersection in the following figures:

- **Figure 6-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 6-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 6-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 6- 16: Intersection Location

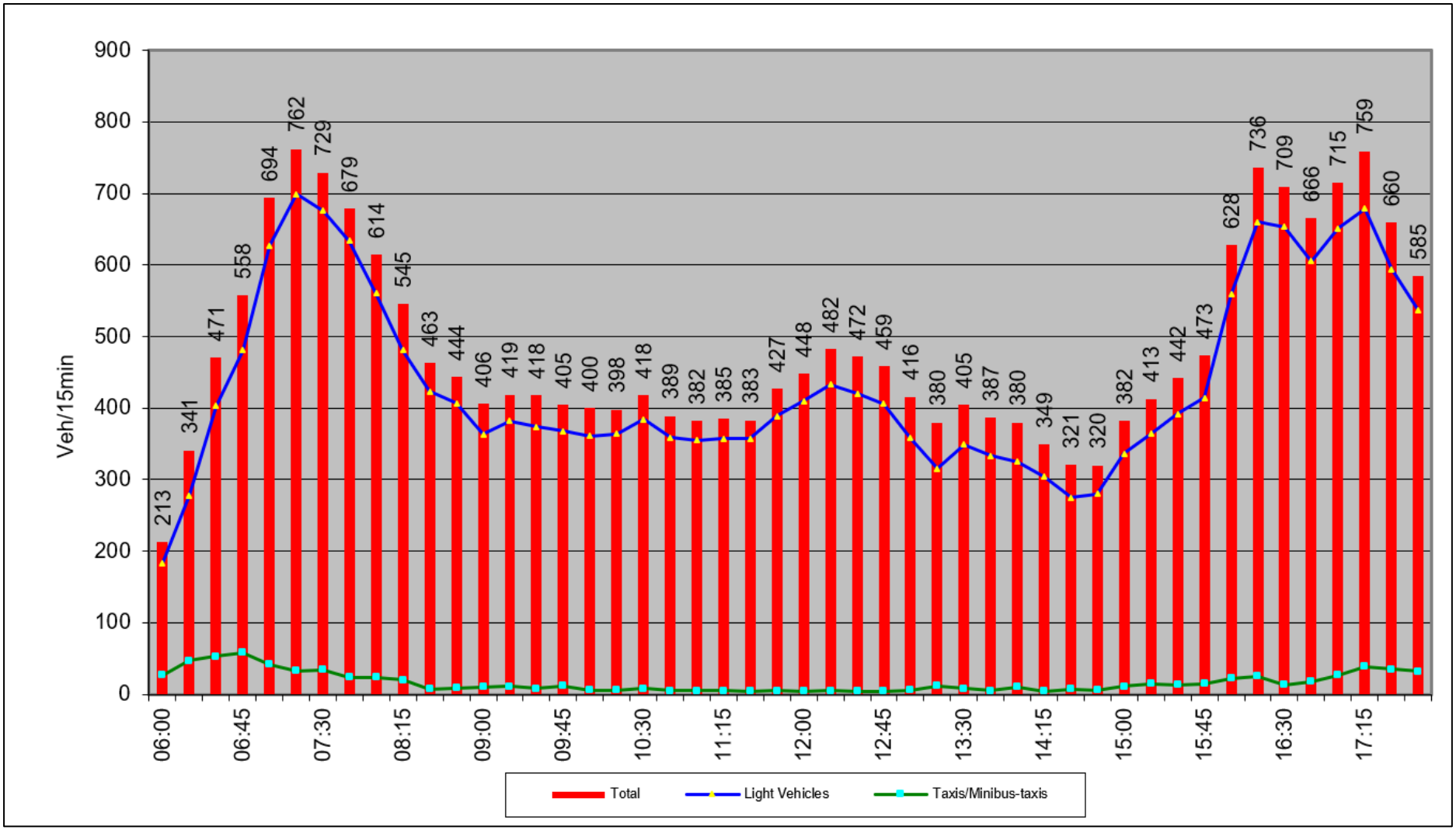


Figure 6- 17: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 2 Nov 2022

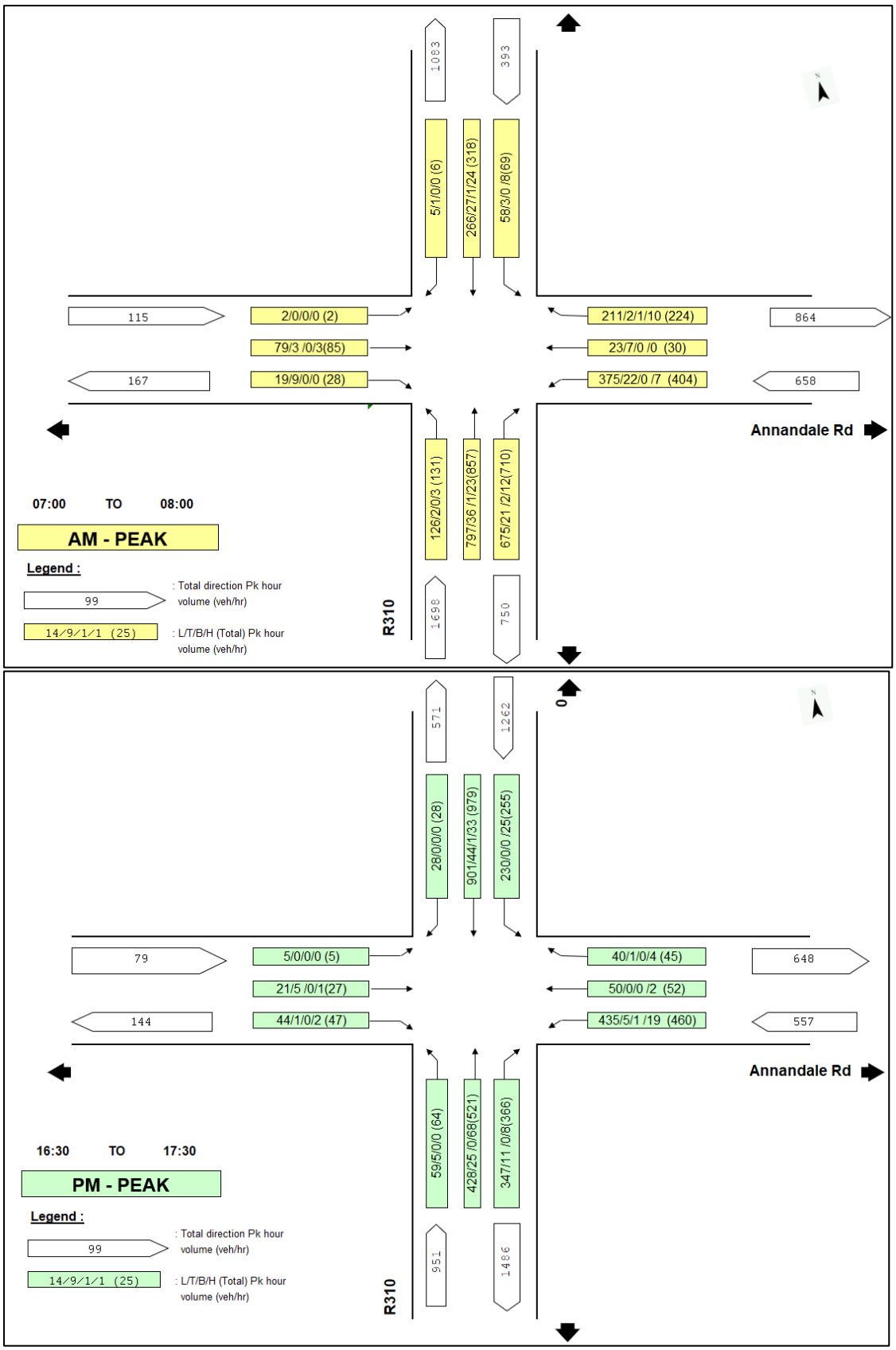


Figure 6- 18: Peak Hour Volumes as on 2 November 2022

APPENDIX B7:
SUPPORTING FIGURES FOR THE 44 & WINERY ROAD INTERSECTION

Appendix A7 contains the following supporting information for the R310 Paden Powell Drive and Annandale Road Intersection in the following figures:

- **Figure 7-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 7-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 7-3: Directional traffic volumes for the AM and PM Peak Hour**

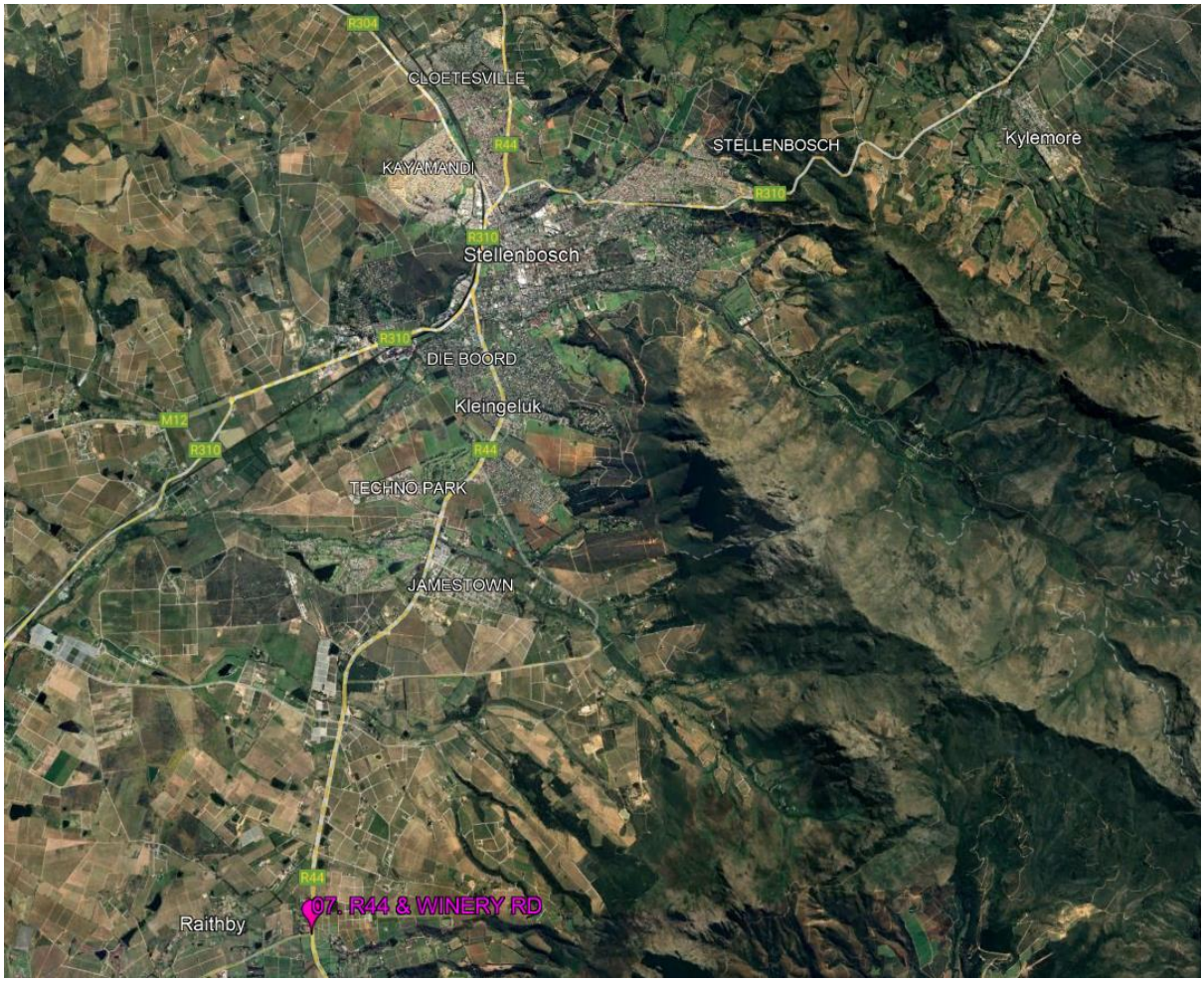


Figure 7- 19: Intersection Location

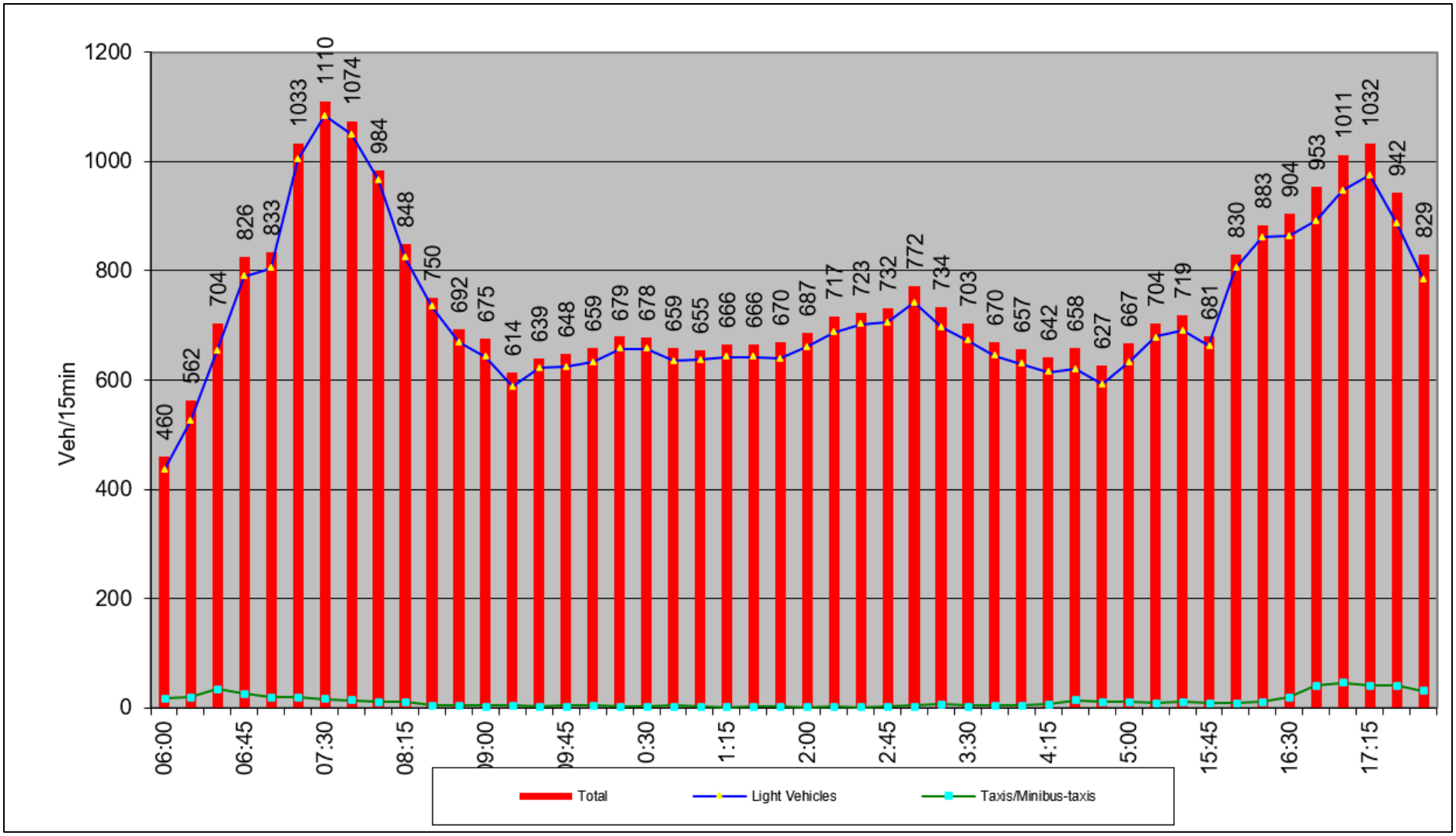


Figure 7- 20: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 2 Nov 2022

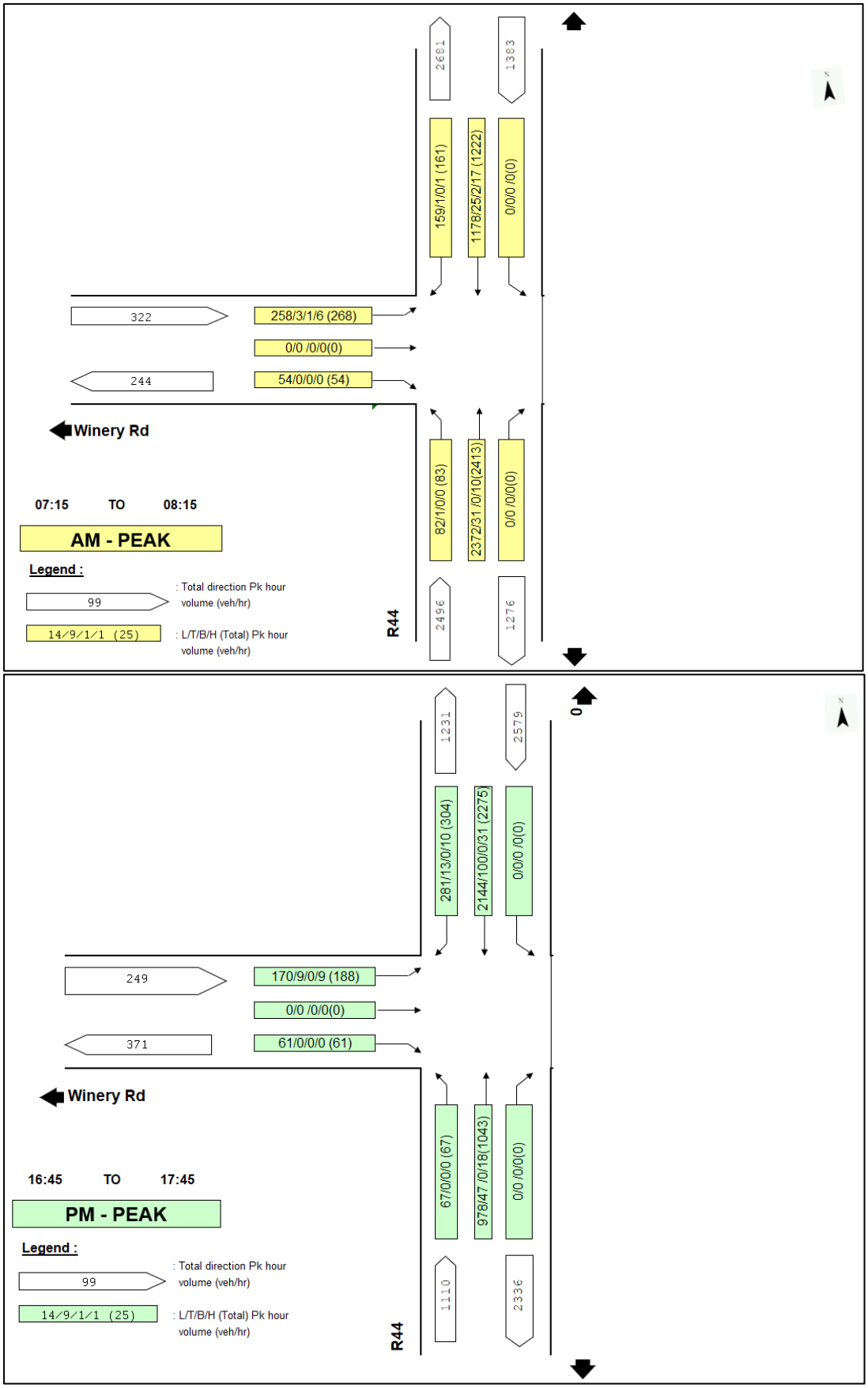


Figure 7- 21: Peak Hour Volumes as on 2 November 2022

APPENDIX B8:
SUPPORTING FIGURES FOR THE R304 & KROMME RHEE ROAD INTERSECTION

Appendix A8 contains the following supporting information for the R304 and Kromme Rhee Road Intersection in the following figures:

- **Figure 8-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 8-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 8-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 8- 22: Intersection Location

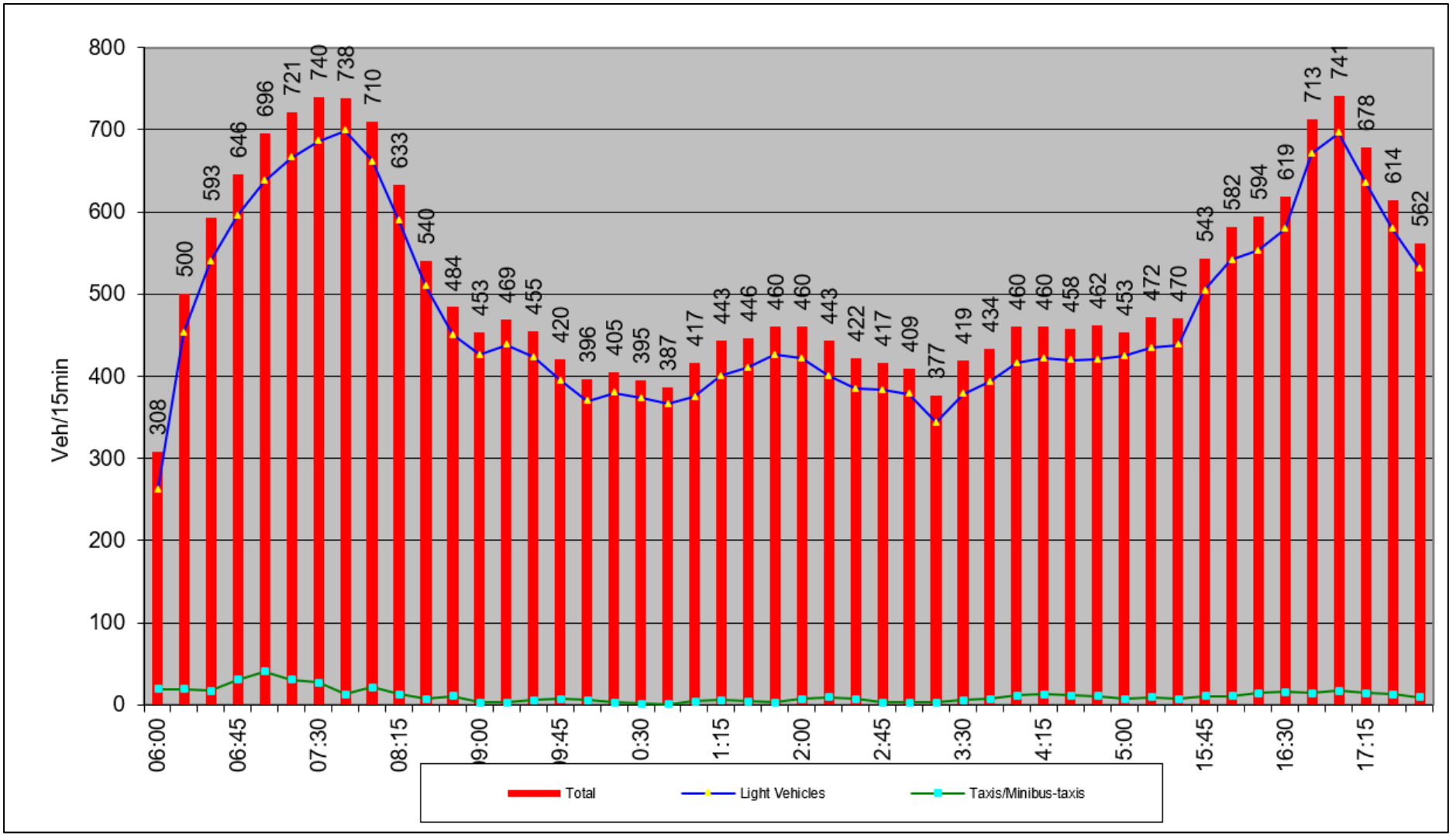


Figure 8- 23: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 2 Nov 2022

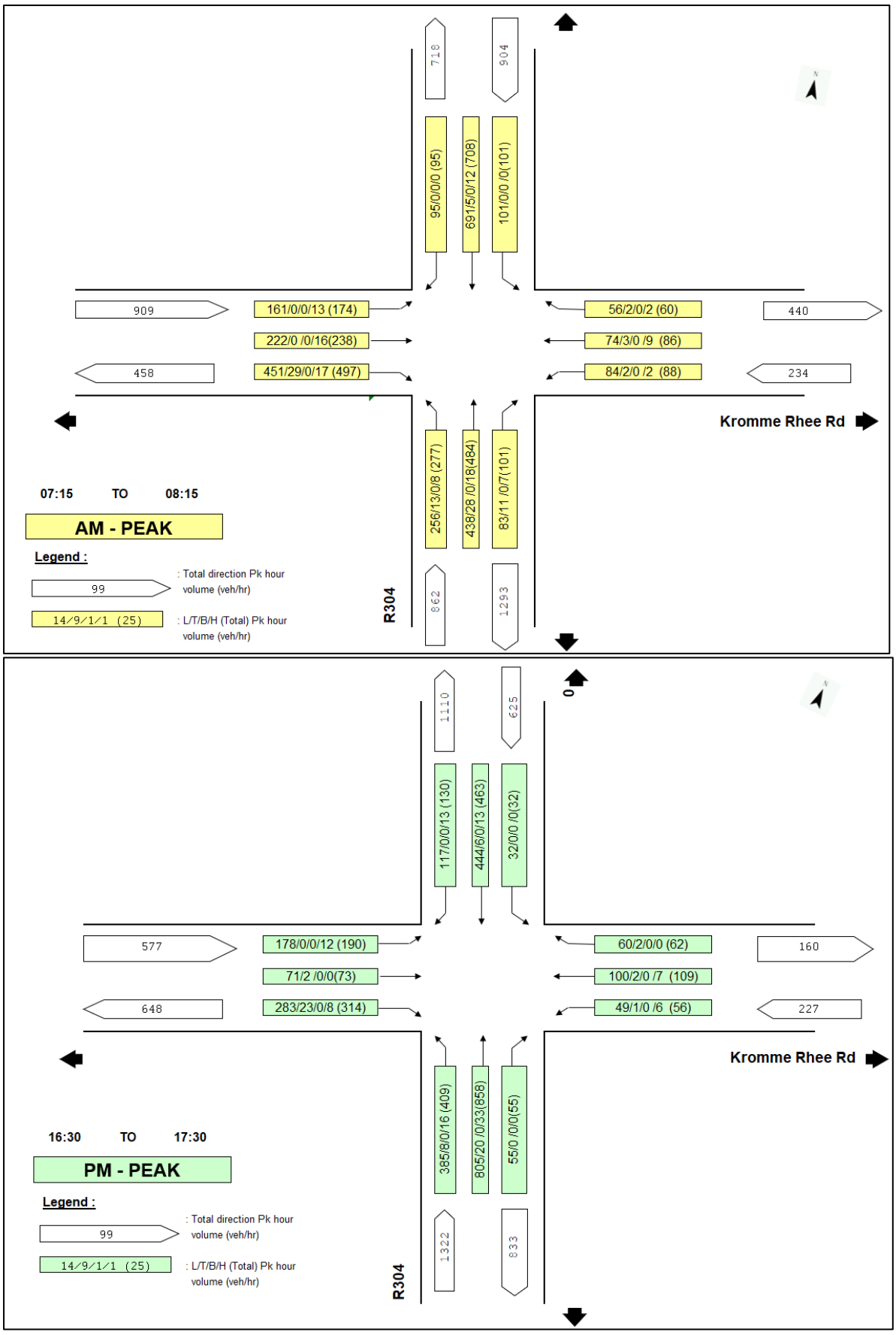


Figure 8- 24: Peak Hour Volumes as on 2 November 2022

APPENDIX B9:
SUPPORTING FIGURES FOR THE R44 & KROMME RHEE ROAD INTERSECTION

Appendix A9 contains the following supporting information for the R44 and Kromme Rhee Road Intersection in the following figures:

- **Figure 9-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 9-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 9-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 9- 25: Intersection Location

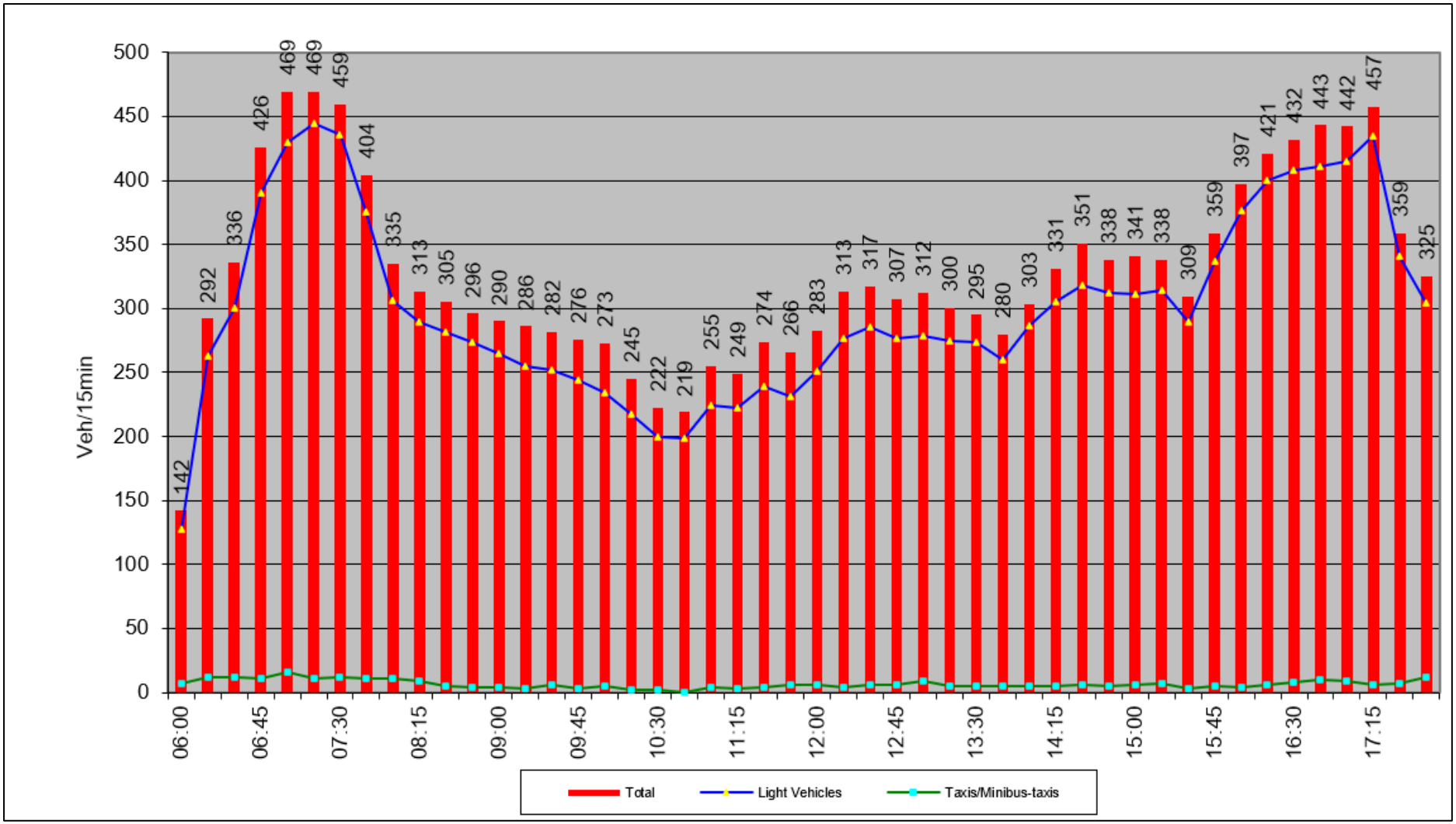


Figure 9- 26: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) 2 Nov 2022

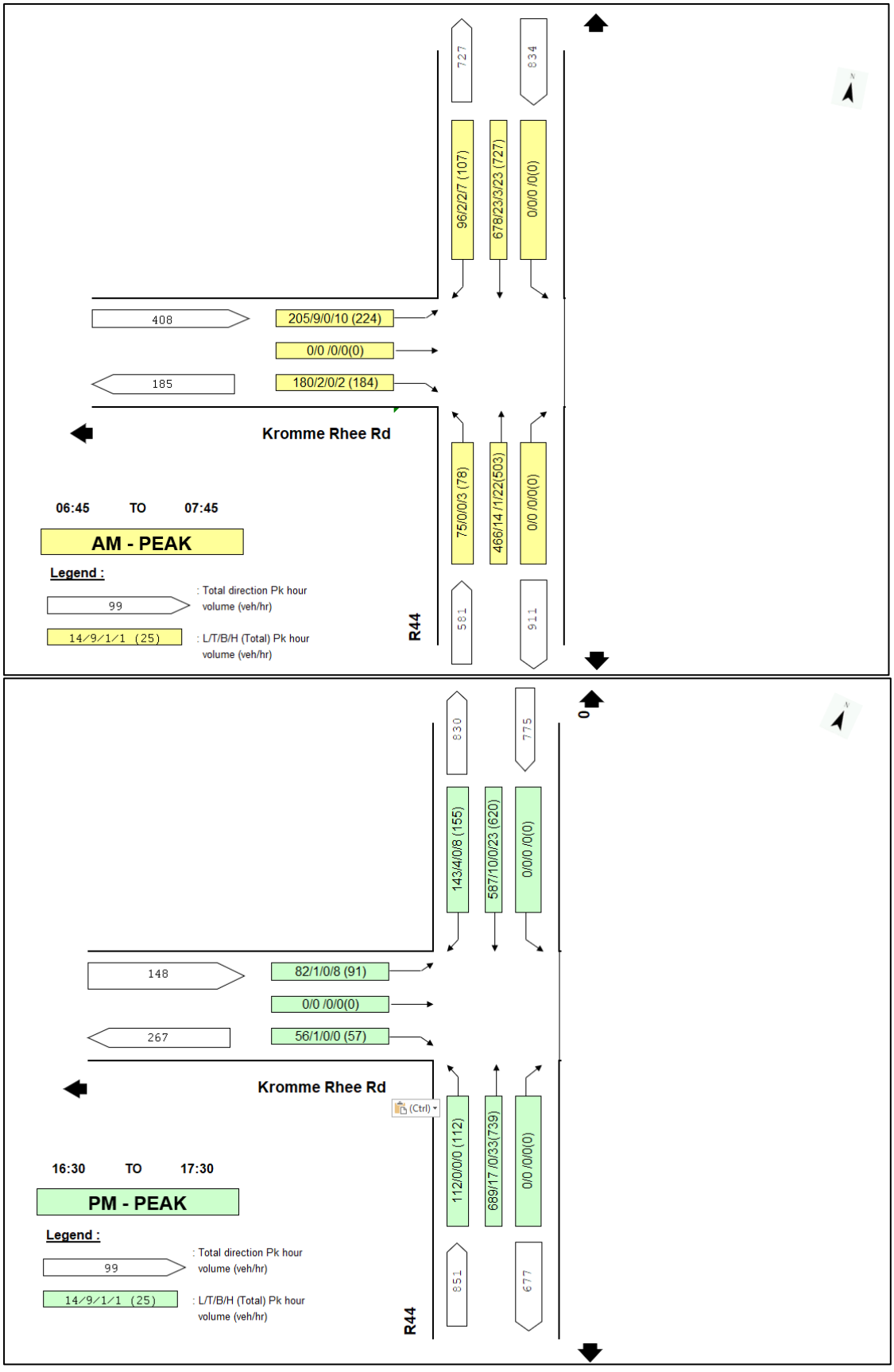


Figure 9- 27: Peak Hour Volumes as on 2 November 2022

APPENDIX B10:
SUPPORTING FIGURES FOR THE R101 OLD PAARL RD & R44 INTERSECTION

Appendix A10 contains the following supporting information for the R44 and Kromme Rhee Road Intersection in the following figures:

- **Figure 10-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 10-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 10-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 10-28: Intersection Location

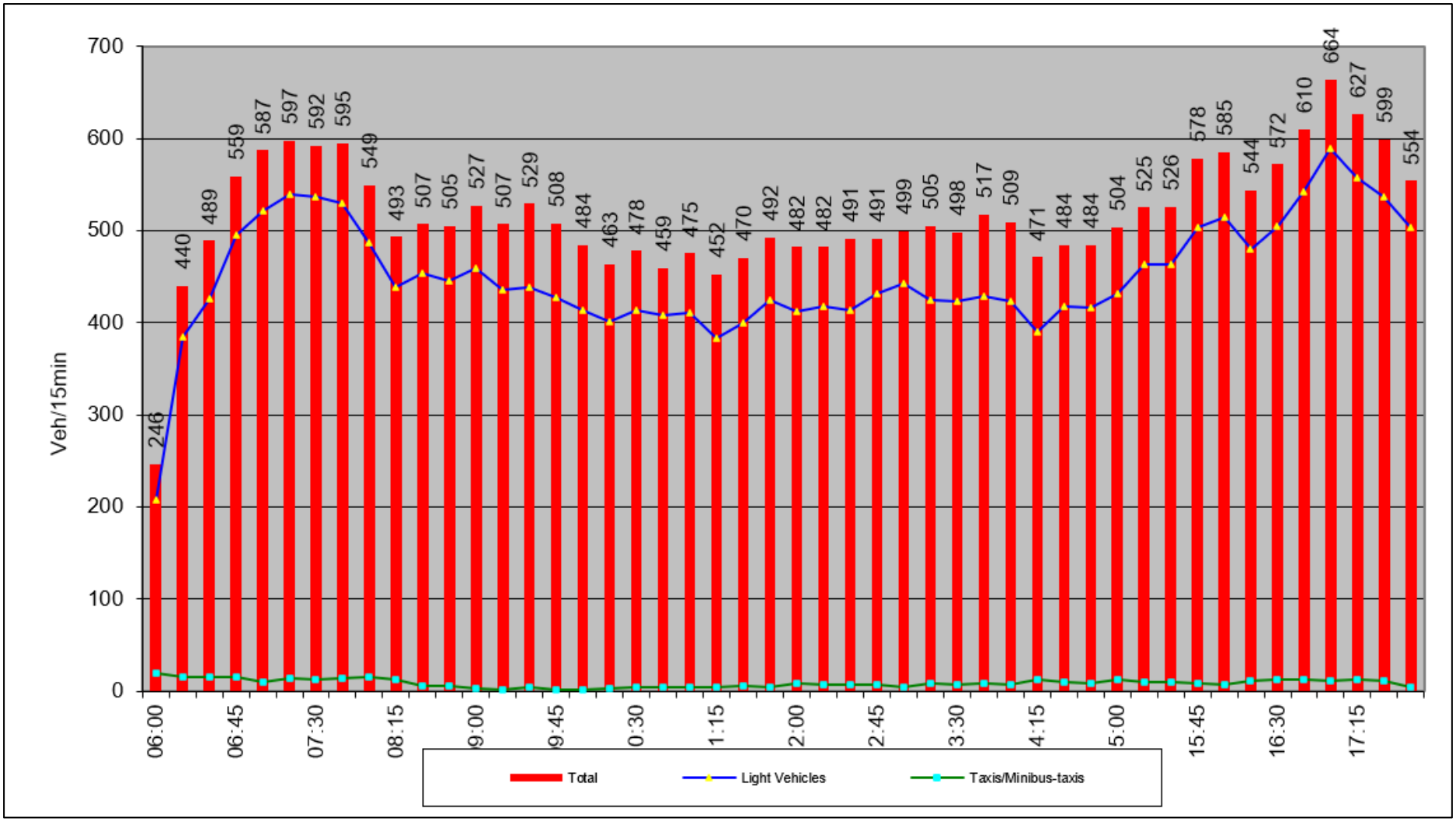


Figure 10-29: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 2 Nov 2022

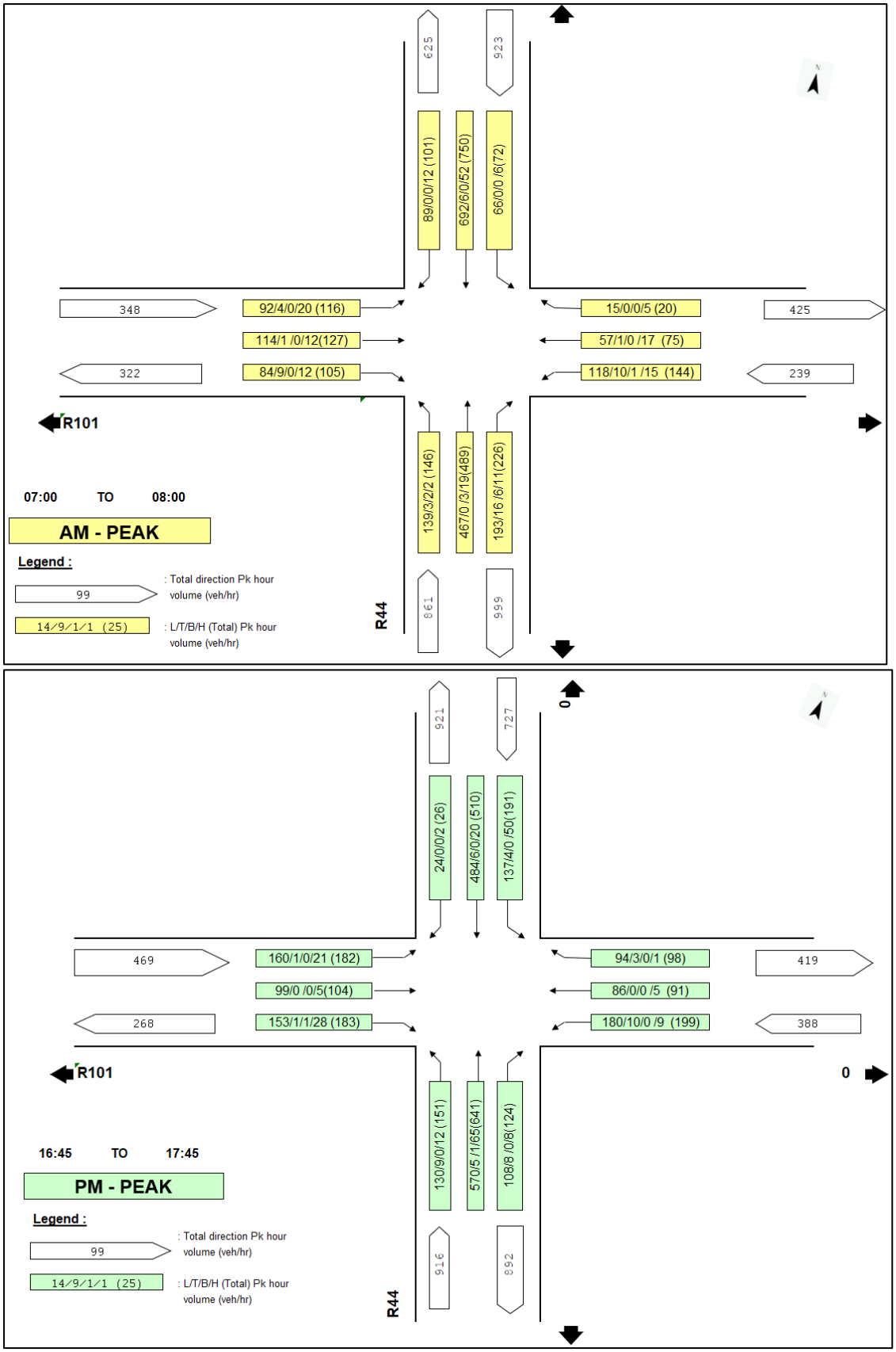


Figure 10-30: Peak Hour Volumes as on 2 November 2022

APPENDIX B11:
SUPPORTING FIGURES FOR THE R45 & HELSHOOGTE ROAD INTERSECTION

Appendix A11 contains the following supporting information for the R45 and Helshoogte Road Intersection in the following figures:

- **Figure 11-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 11-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 11-3: Directional traffic volumes for the AM and PM Peak Hour**

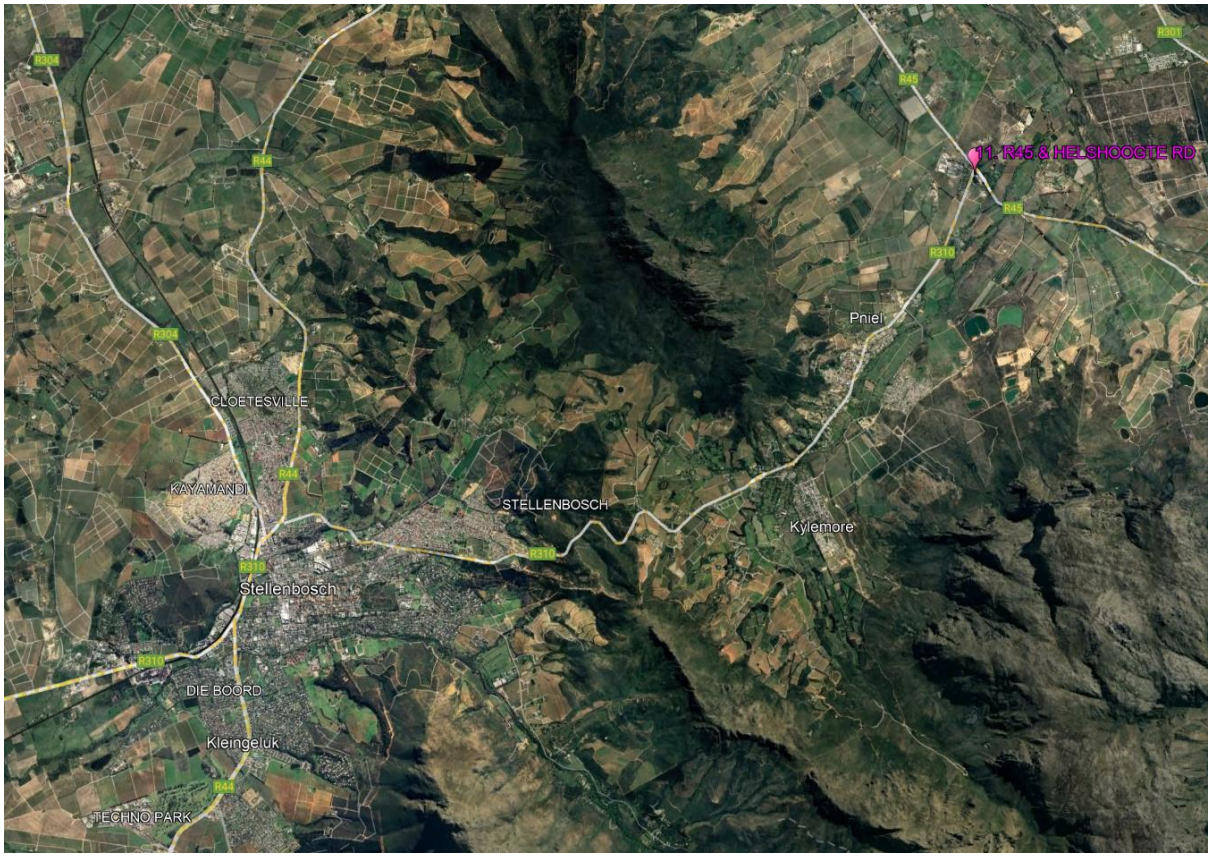


Figure 11- 31: Intersection Location

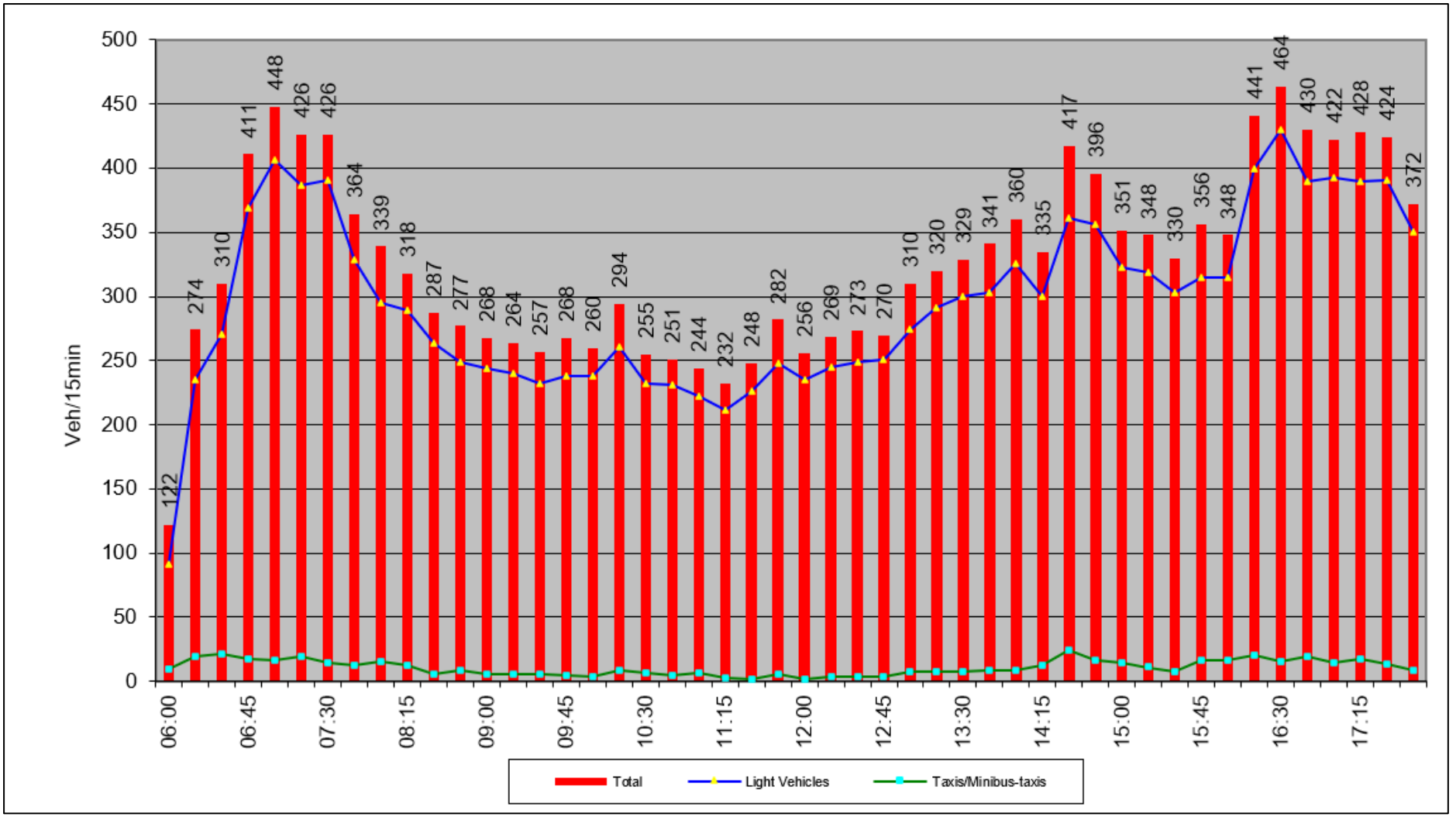


Figure 11- 32: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 9 Nov 2022

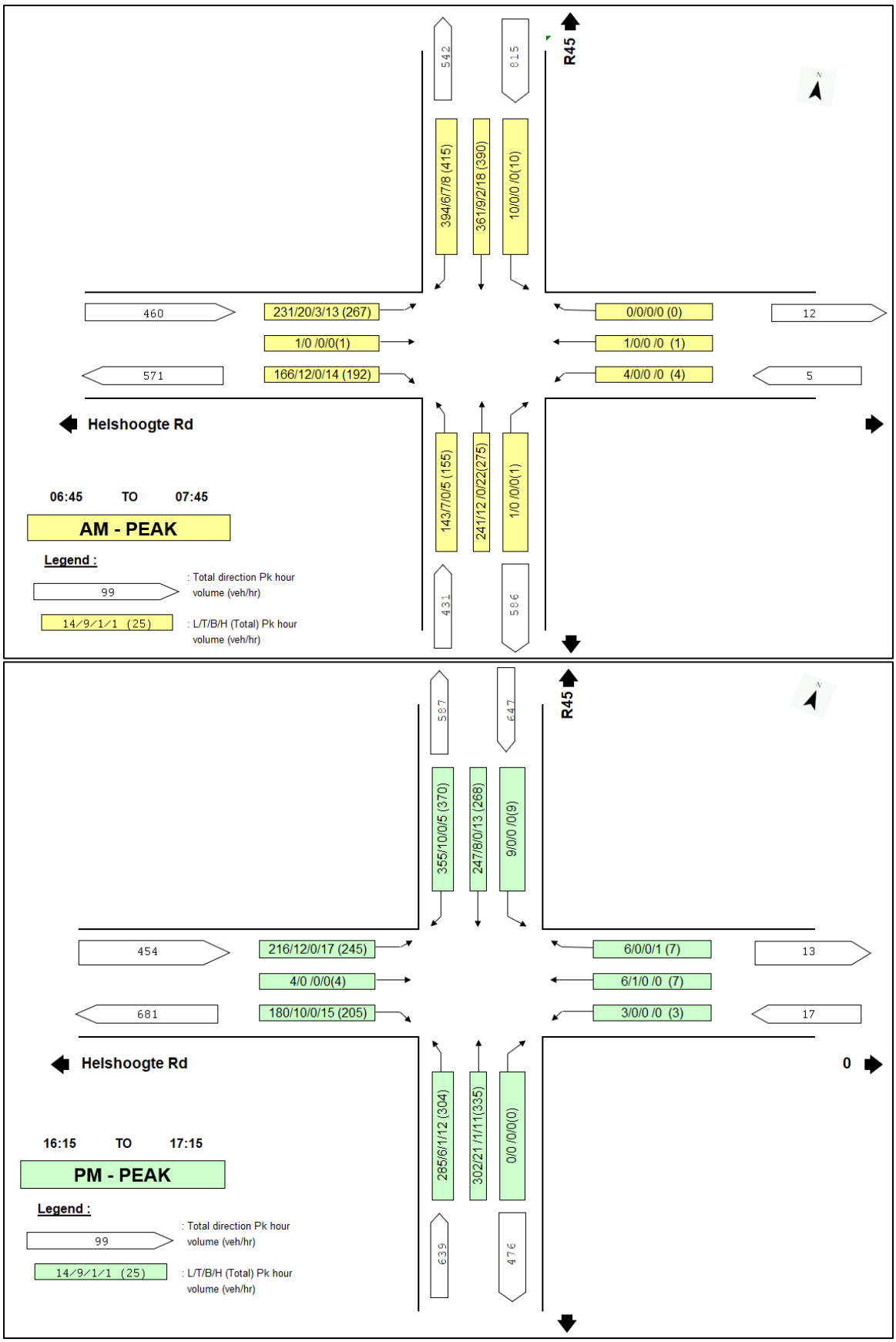


Figure 11- 33: Peak Hour Volumes as on 9 November 2022

APPENDIX B12:
SUPPORTING FIGURES FOR THE R45 & WEMMERSHOEK ROAD INTERSECTION

Appendix A12 contains the following supporting information for the R45 and Wemmershoek Road Intersection in the following figures:

- **Figure 12-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 12-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 12-3: Directional traffic volumes for the AM and PM Peak Hour**



Figure 12- 34: Intersection Location

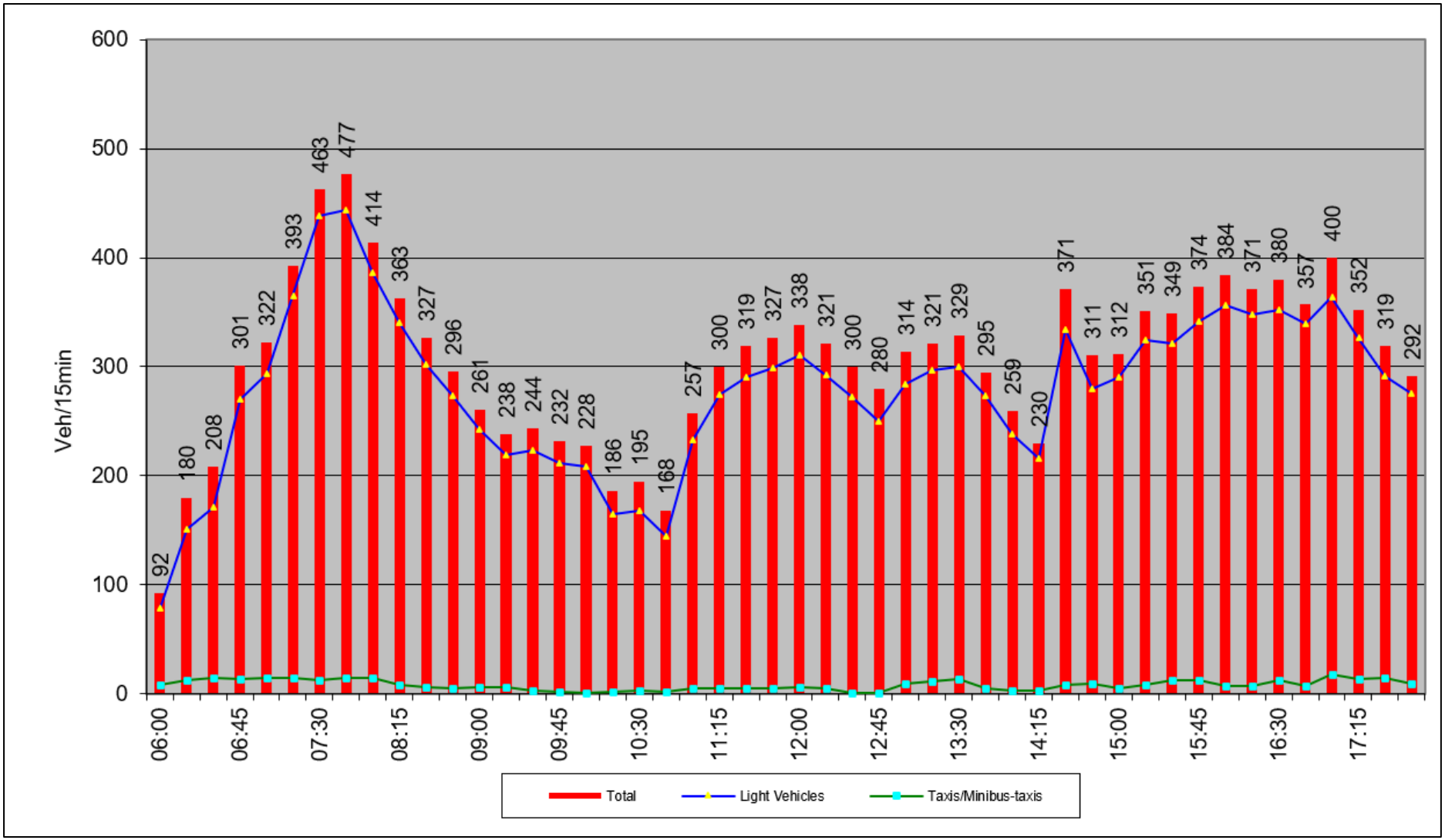


Figure 12- 35: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 9 Nov 2022

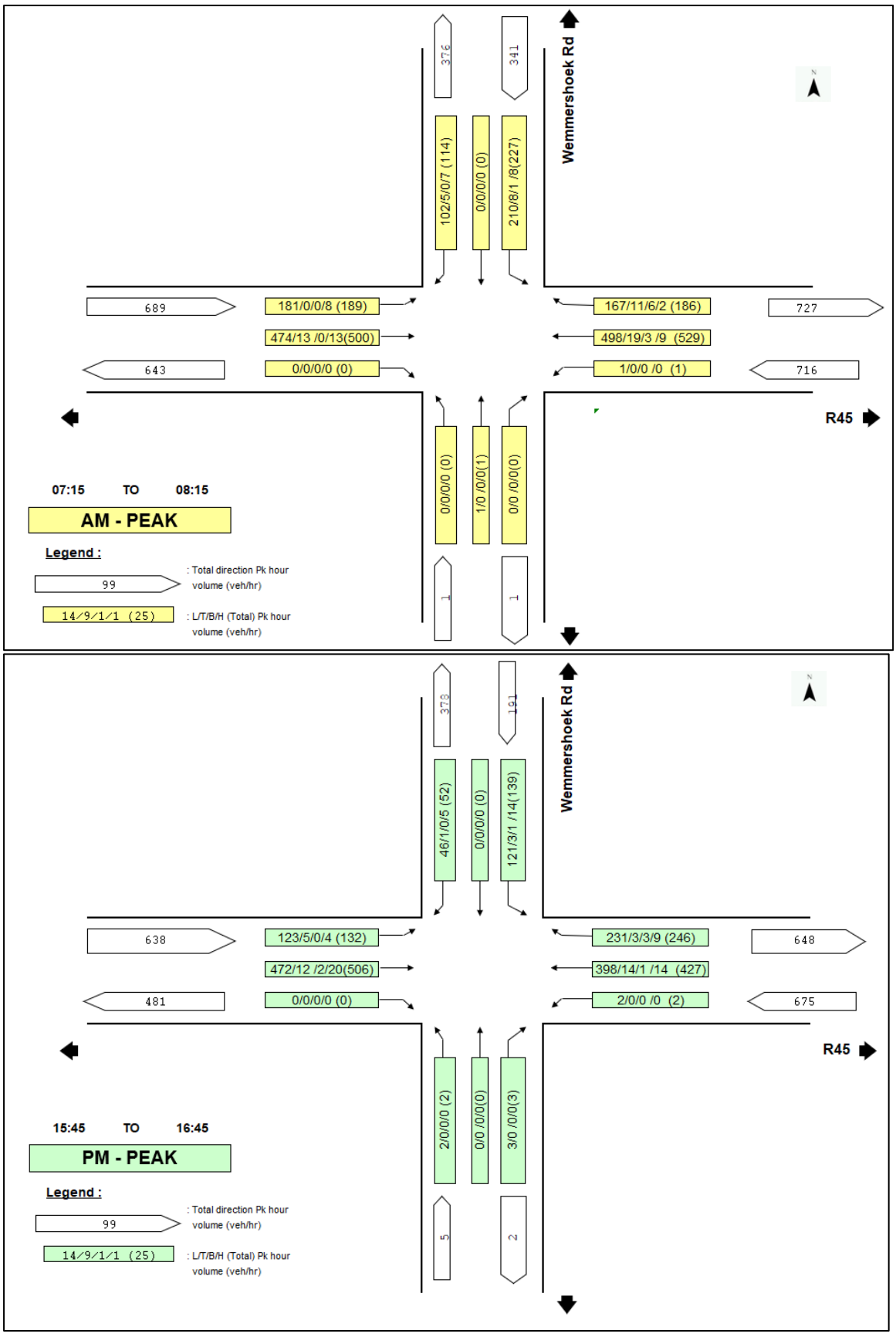


Figure 12- 36: Peak Hour Volumes as on 9 November 2022

APPENDIX B13:
SUPPORTING FIGURES FOR THE R45 & EXCELSIOR ROAD INTERSECTION

Appendix A13 contains the following supporting information for the R45 and Excelsior Road Intersection in the following figures:

- **Figure 13-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 13-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 13-3: Directional traffic volumes for the AM and PM Peak Hour**

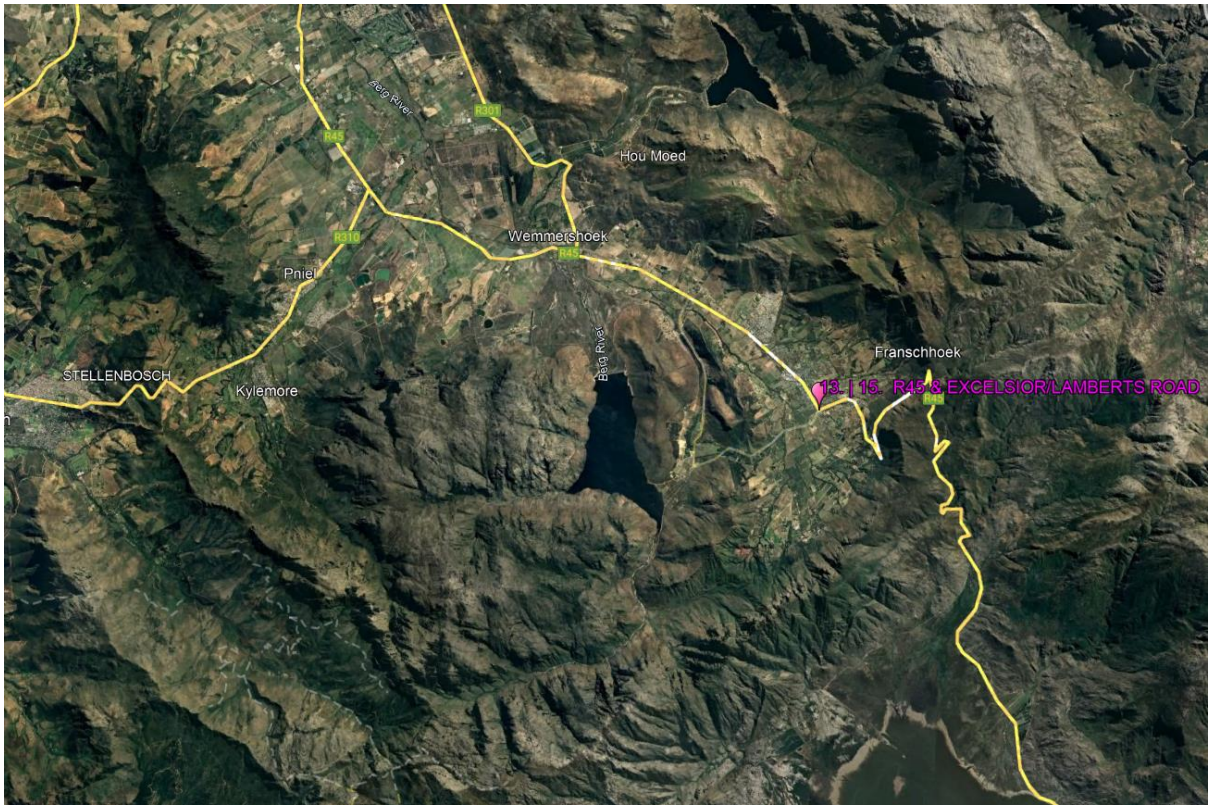


Figure 13- 37: Intersection Location

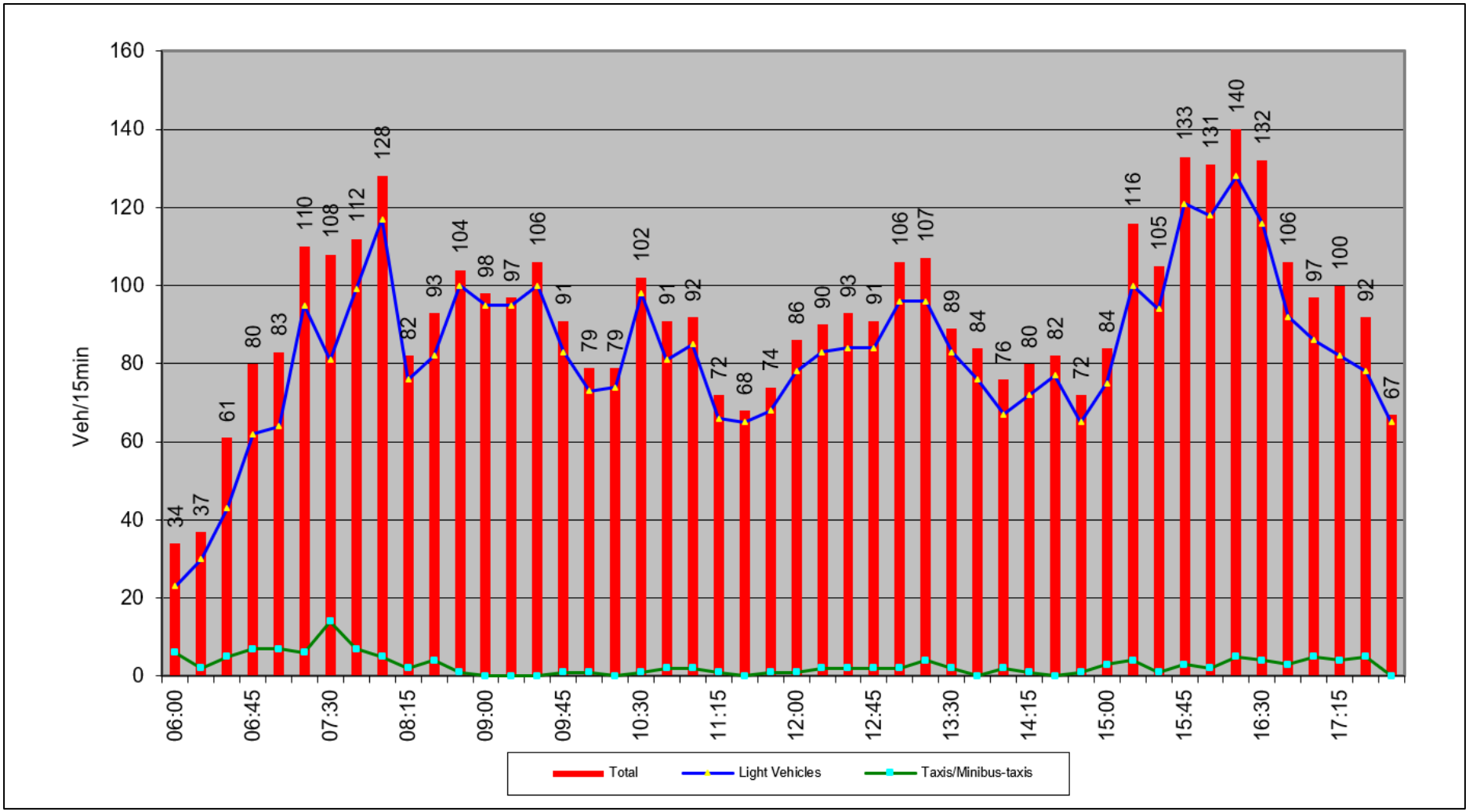
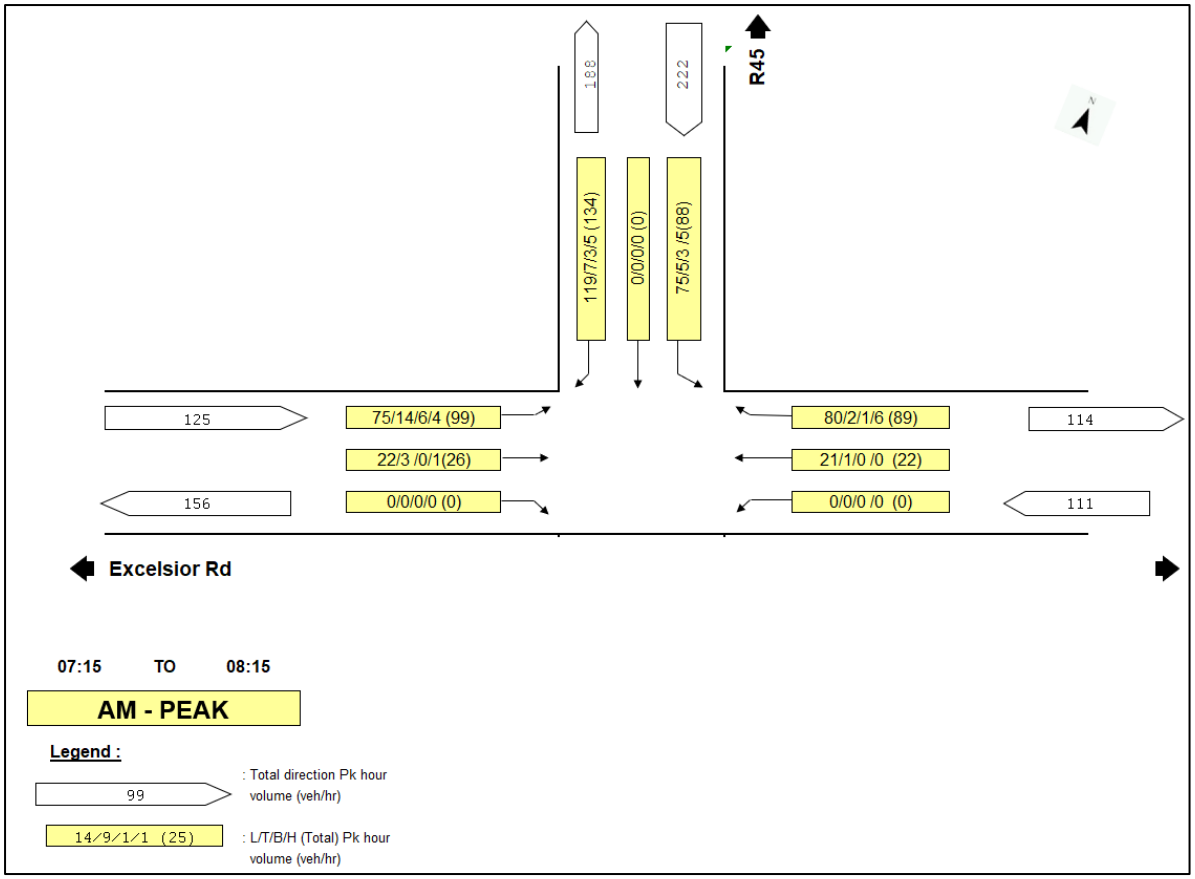


Figure 13- 38: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 2 Nov 2022



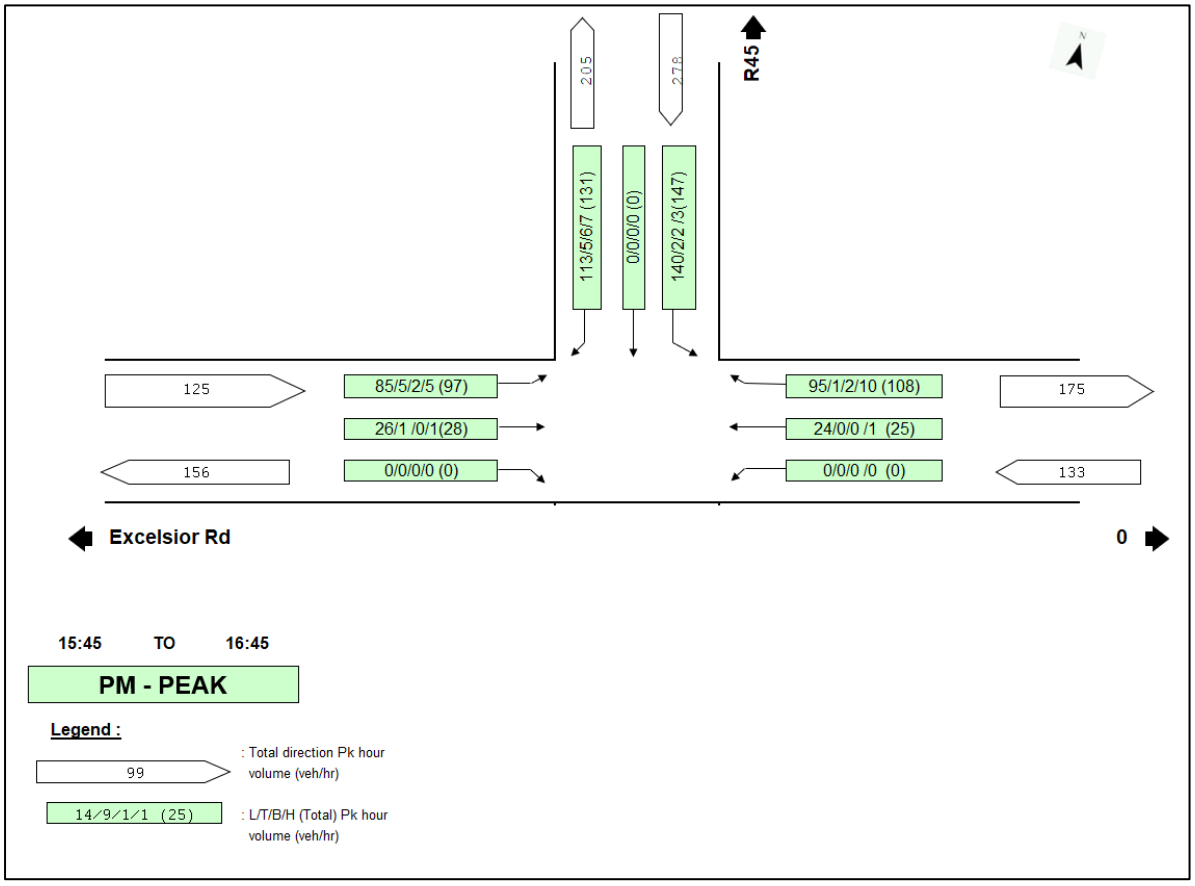


Figure 13- 39: Peak Hour Volumes as on 2 November 2022

APPENDIX B14:
SUPPORTING FIGURES FOR THE SWART ROAD & HELSHOOGTE ROAD INTERSECTION

Appendix A14 contains the following supporting information for the Swart Road and Helshoogte Road Intersection in the following figures:

- **Figure 14-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 14-2: Variation in traffic over a twelve-hour period (from 06:00 to 18:00)**
- **Figure 14-3: Directional traffic volumes for the AM and PM Peak Hour**

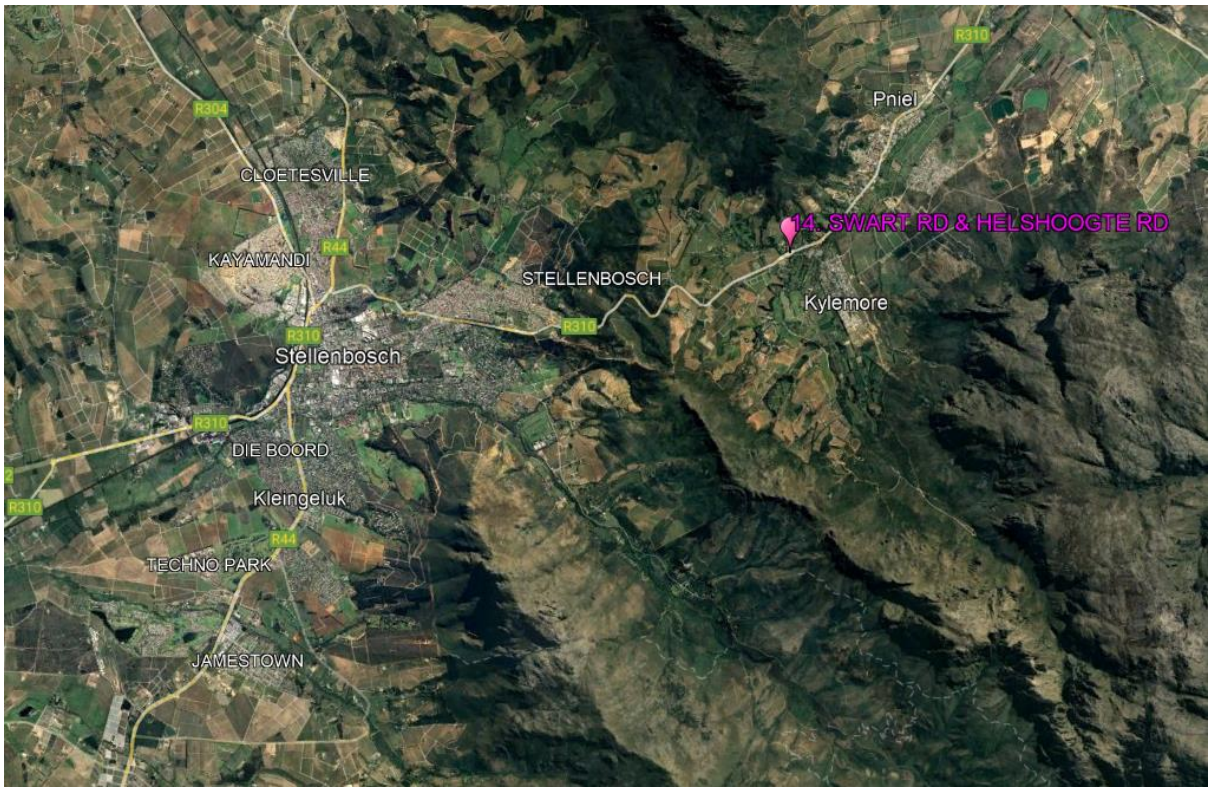


Figure 14- 40: Intersection Location

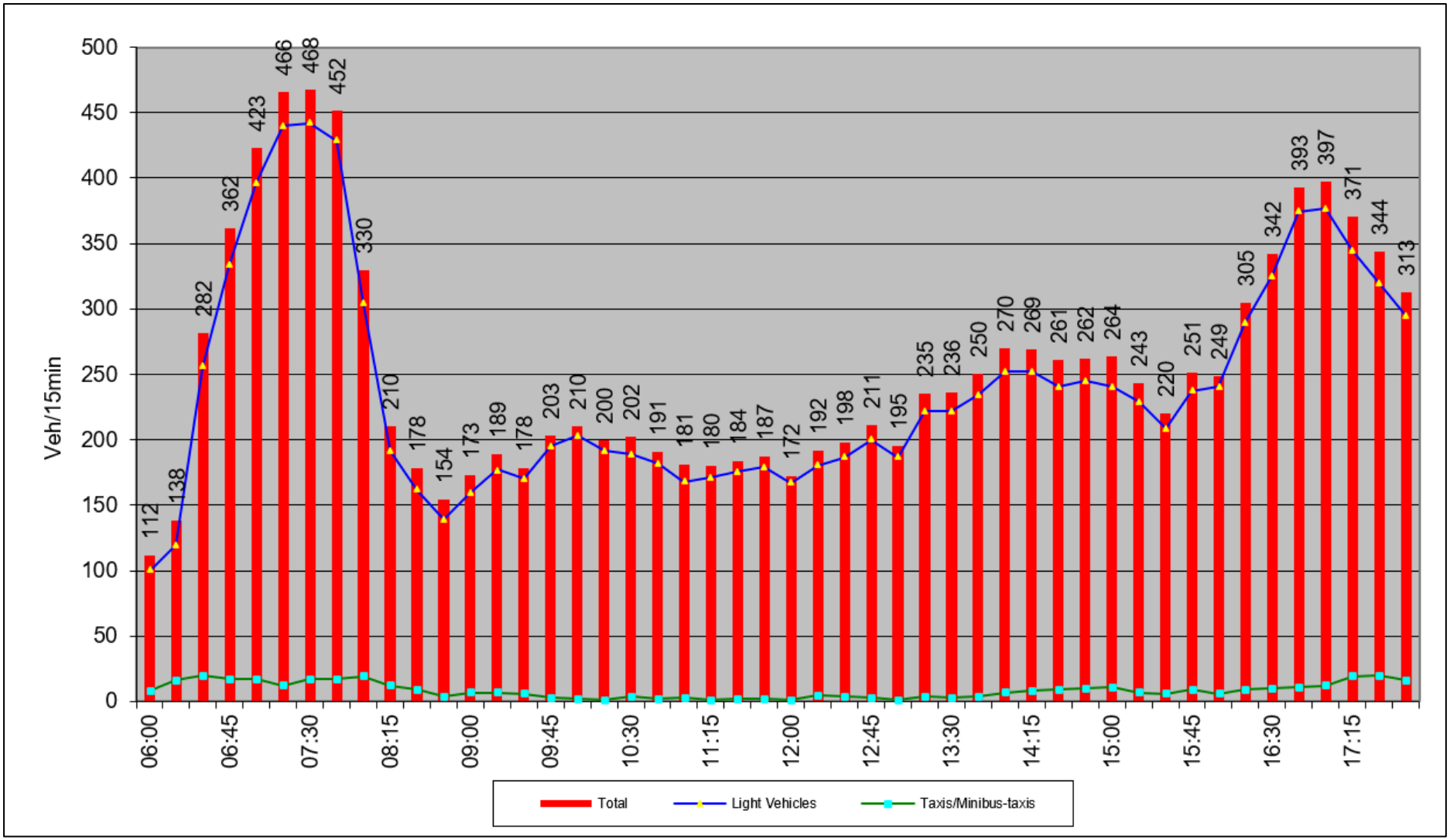
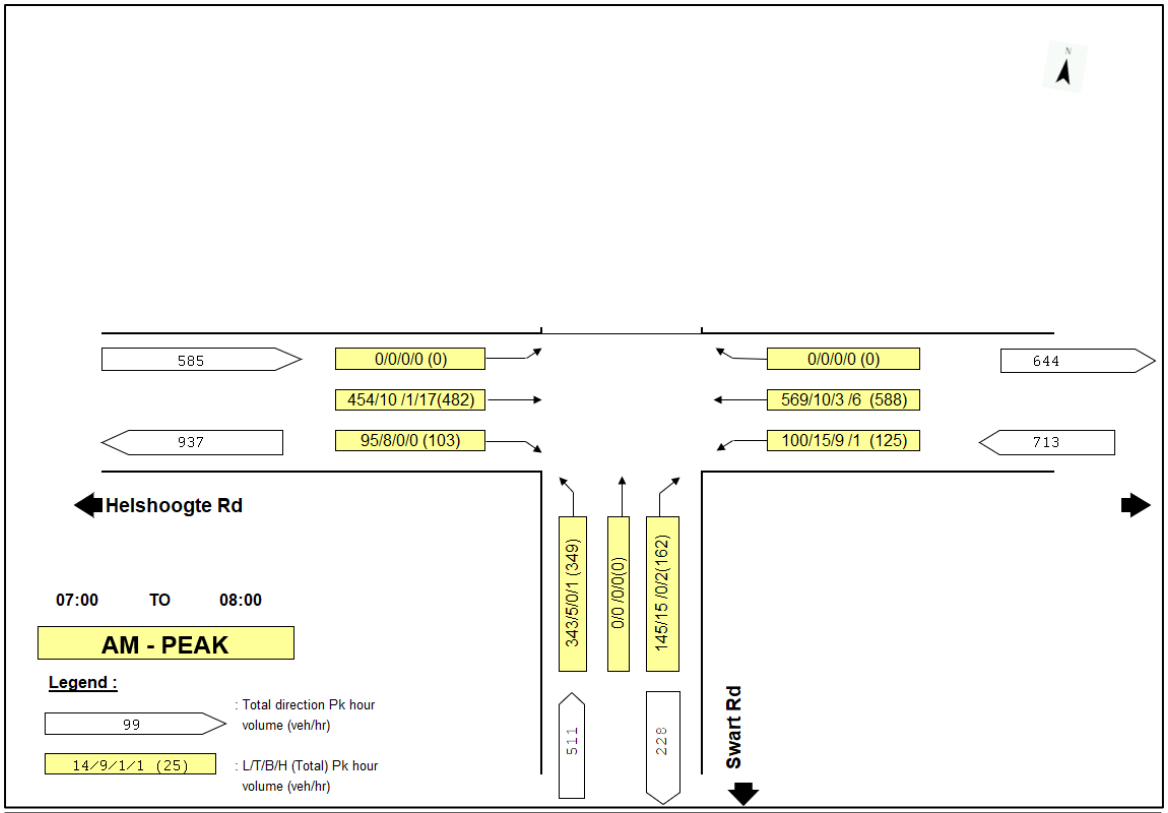


Figure 14- 41: Variation Over 12 Hours (total vehicles entering intersection per 15 minutes) – 9 Nov 2022



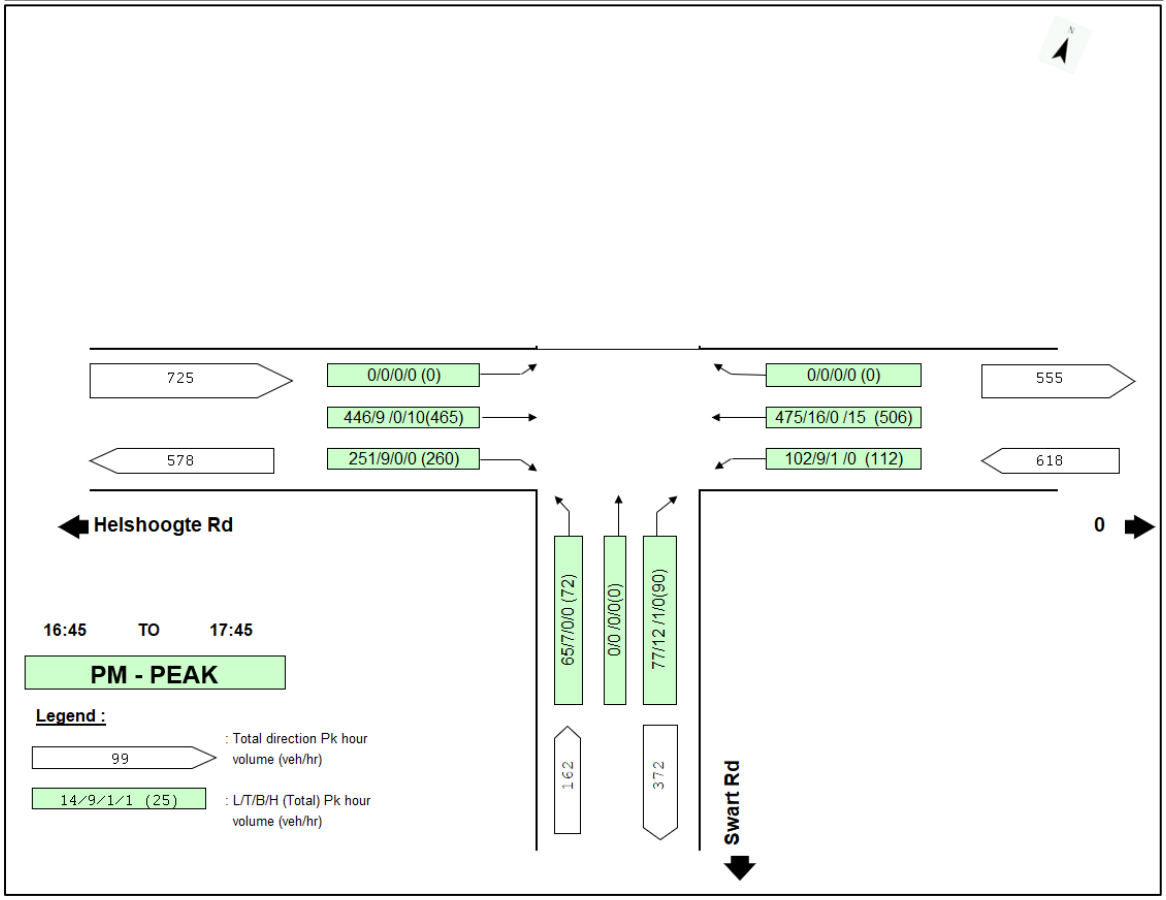


Figure 14- 42: Peak Hour Volumes as on 9 November 2022

APPENDIX B15:
SUPPORTING FIGURES FOR THE R45 & EXCELSIOR/LAMBRECHTS ROAD INTERSECTION

Appendix A15 contains the following supporting information for the R45 and Excelsior/Lambrechts Road Intersection in the following figures:

- **Figure 15-1: Location of intersection in proximity to the Stellenbosch CBD**
- **Figure 15-2: Variation in traffic over a three-hour period (from 09:00 to 12:00)**
- **Figure 15-3: Directional traffic volumes for the AM and Off-Peak Hour**



Figure 15- 43: Intersection Location

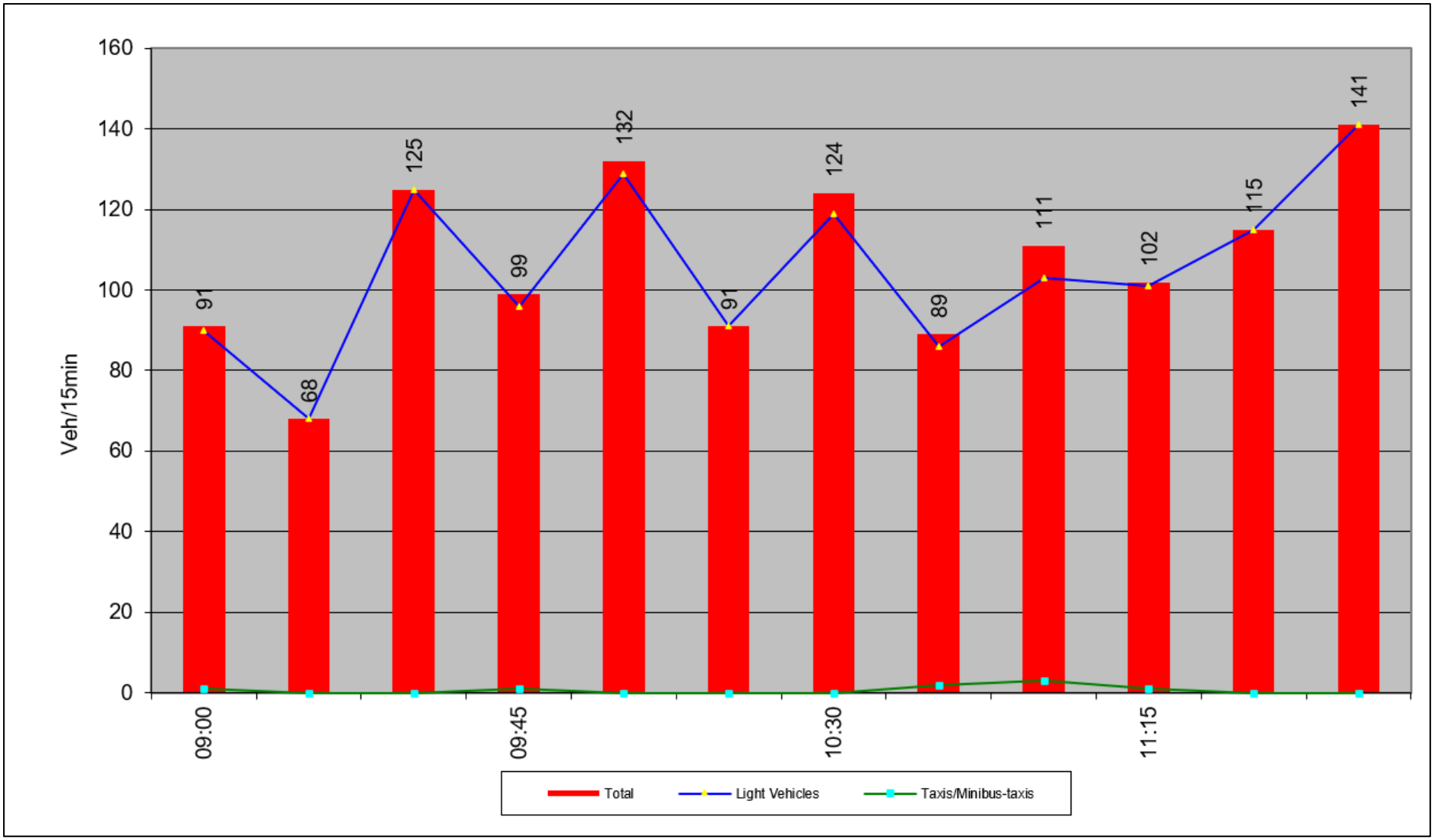


Figure 15- 44: Variation Over 3 Hours (total vehicles entering intersection per 15 minutes) – 5 Nov 2022

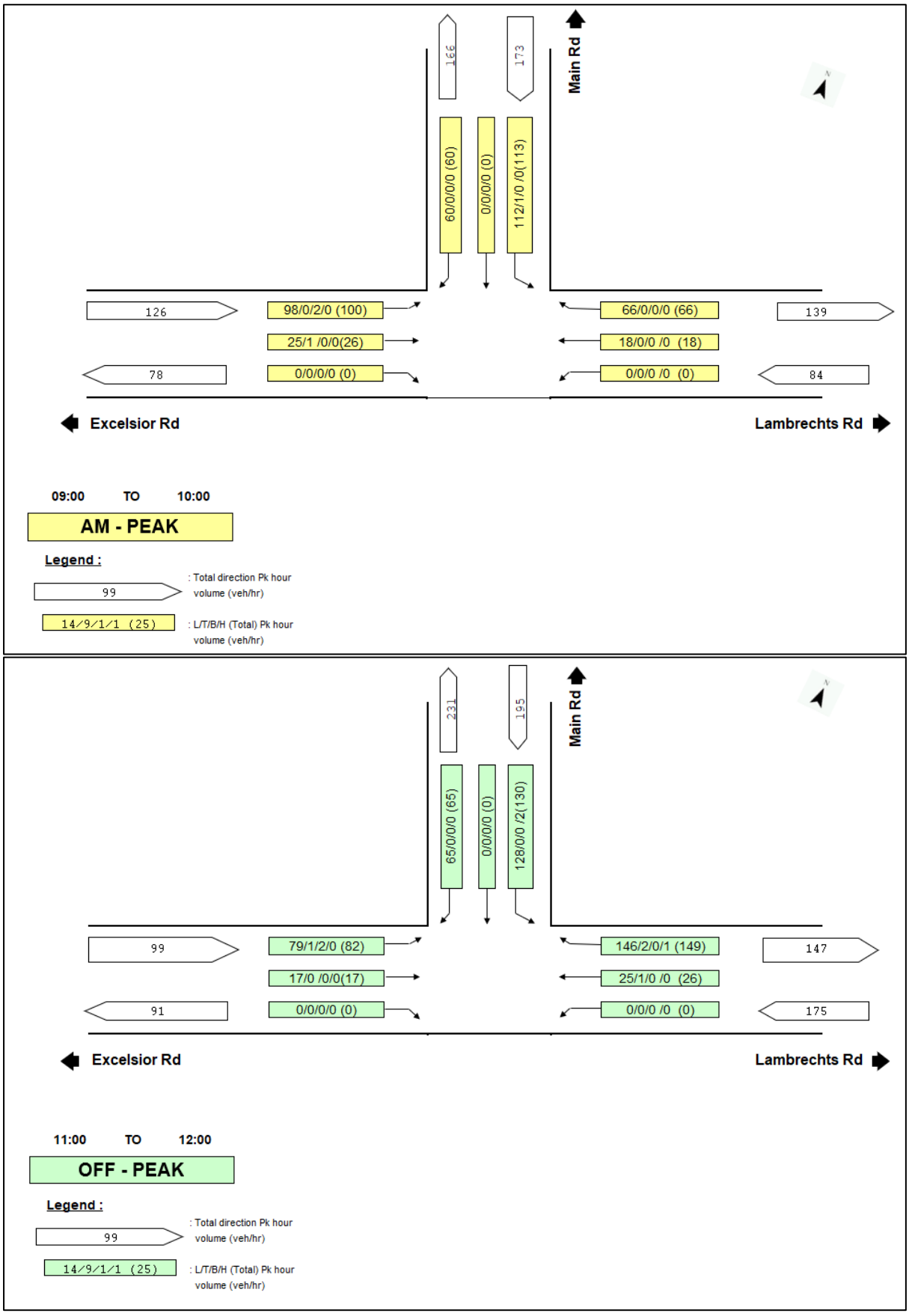


Figure 15- 45: Peak Hour Volumes as on 5 November 2022

APPENDIX C: STELLENBOSCH INFRASTRUCTURE SERVICES 10-YEAR BUDGET

DRAFT

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

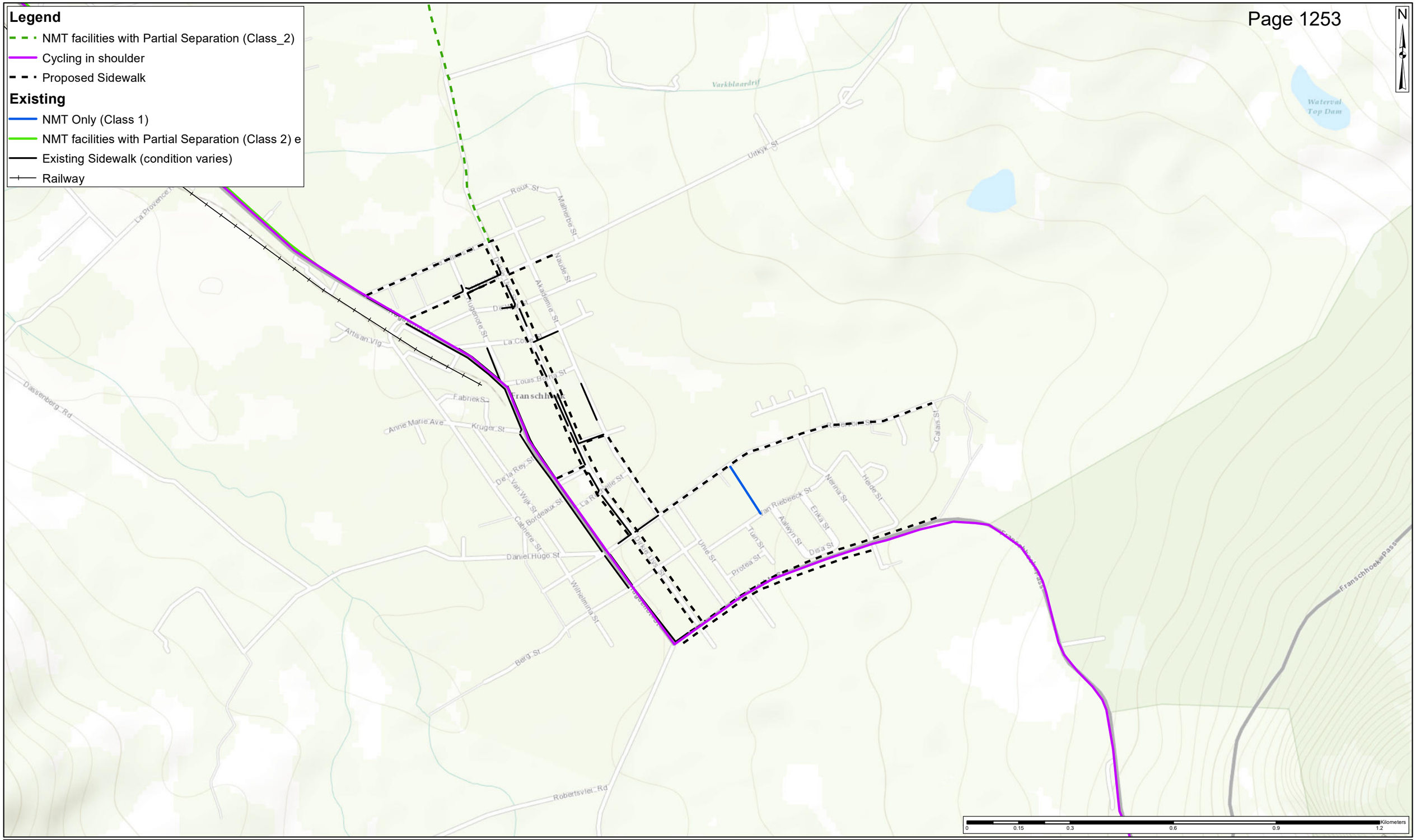
Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Traffic Engineering	Main Road Intersection 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)	-	-	600000					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 disabililties - 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**

APPENDIX D: SHORT-TERM NMT PROJECTS FOR STELLENBOSCH MUNICIPALITY

DRAFT



Project Title:	**Stellenbosch CITP**
Map Title:	**Franschhoek: Proposed NMT Network**

Scale 1:10 000
(When page size is: A3 landscape)

Figure 1

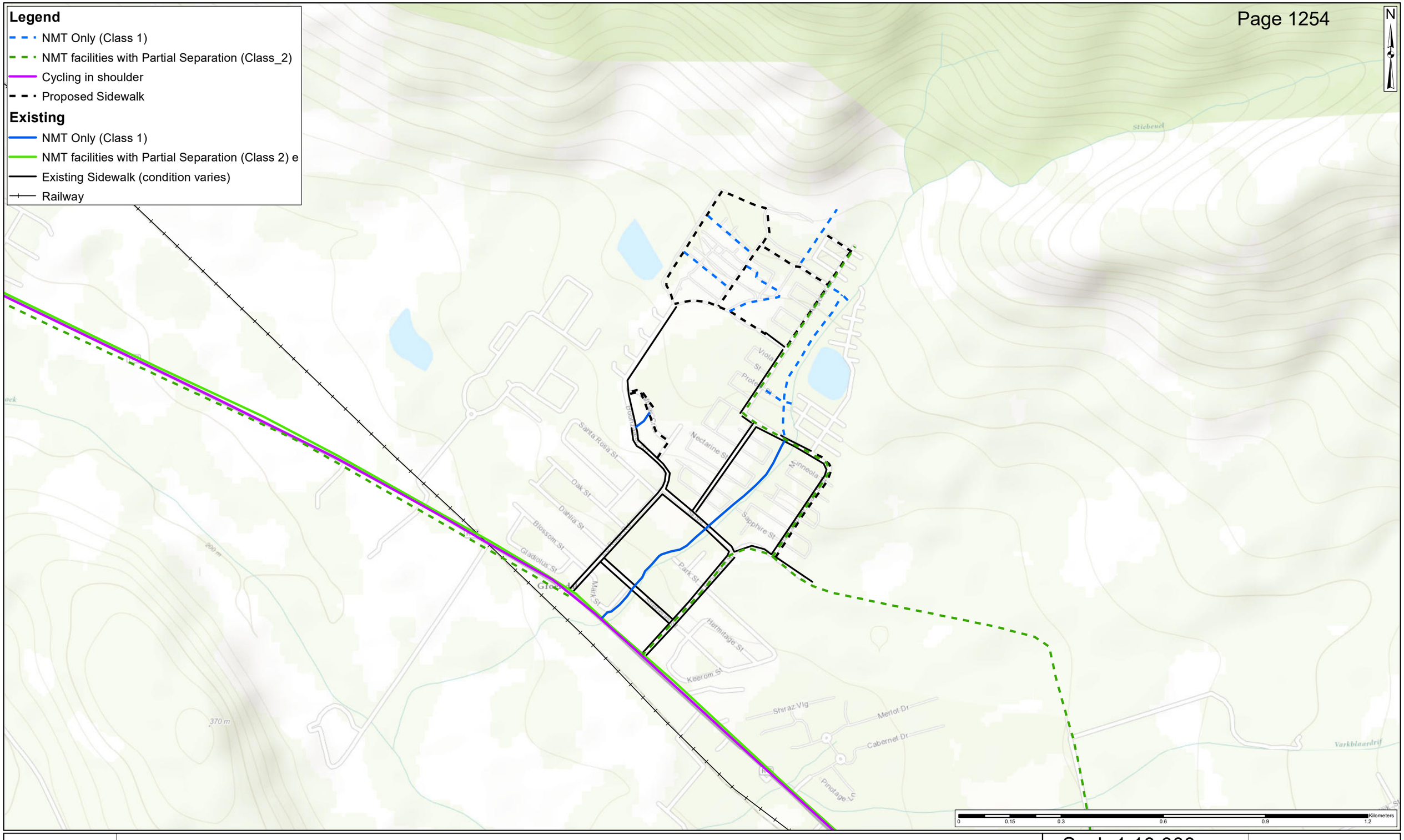
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Compiled By:	GA Maree
GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Franschhoek_1.mxd
Revision:	00

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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Project Title:	**Stellenbosch CITP**
Map Title:	**Groendal: Proposed NMT Network**

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Figure 1

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	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_Groendal_1.mxd
Revision:	00

Sources:
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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

N

Kilometers
0 0.3 0.6 1.2 1.8 2.4

Project Title:	**Stellenbosch CITP**
Map Title:	**Klapmuts: Proposed NMT Network**

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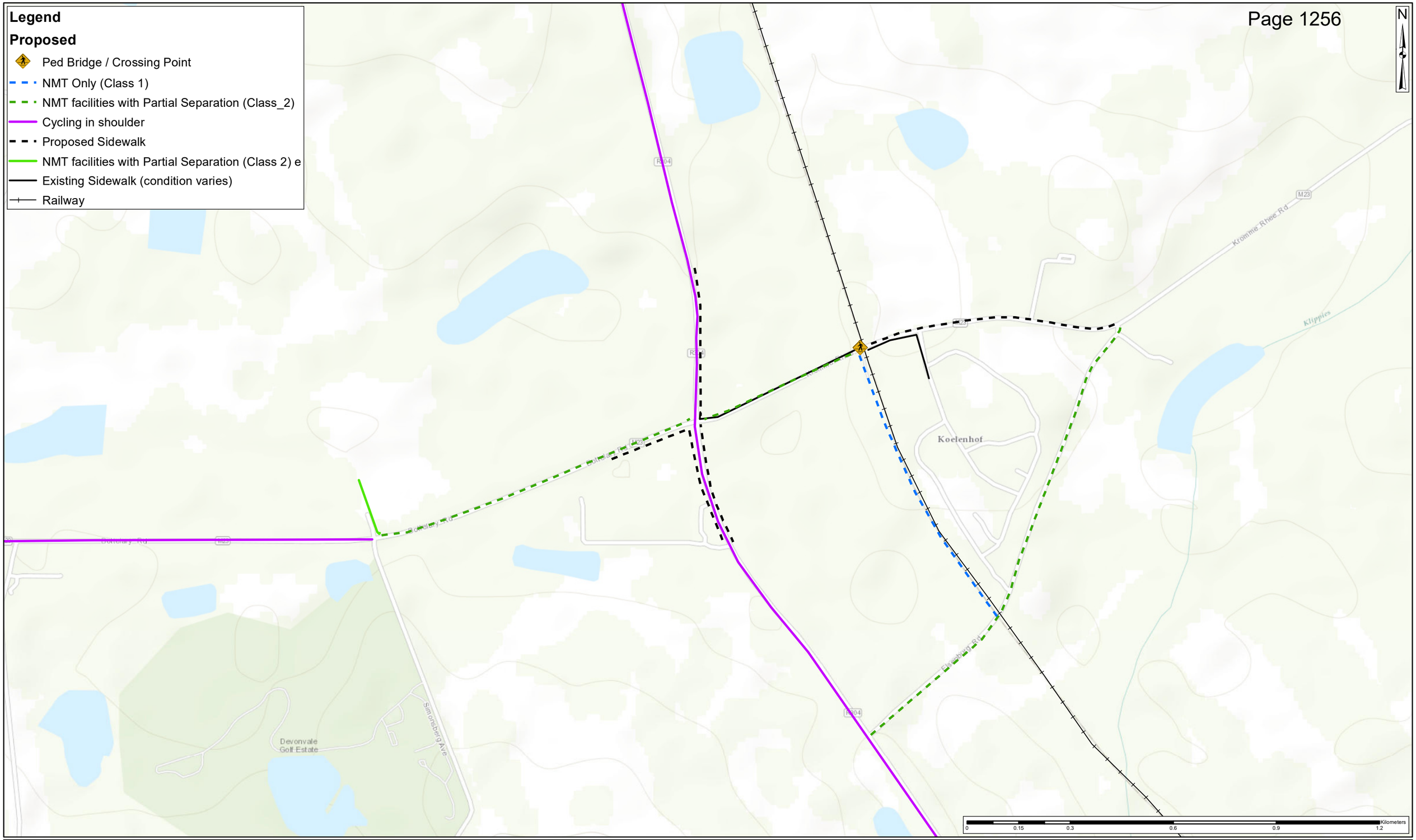
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Figure 1

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Approved By:	C Erasmus
Date Saved:	2022/04/04
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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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Project Title:	**Stellenbosch CITP**
Map Title:	**Koelenhof: Proposed NMT Network**

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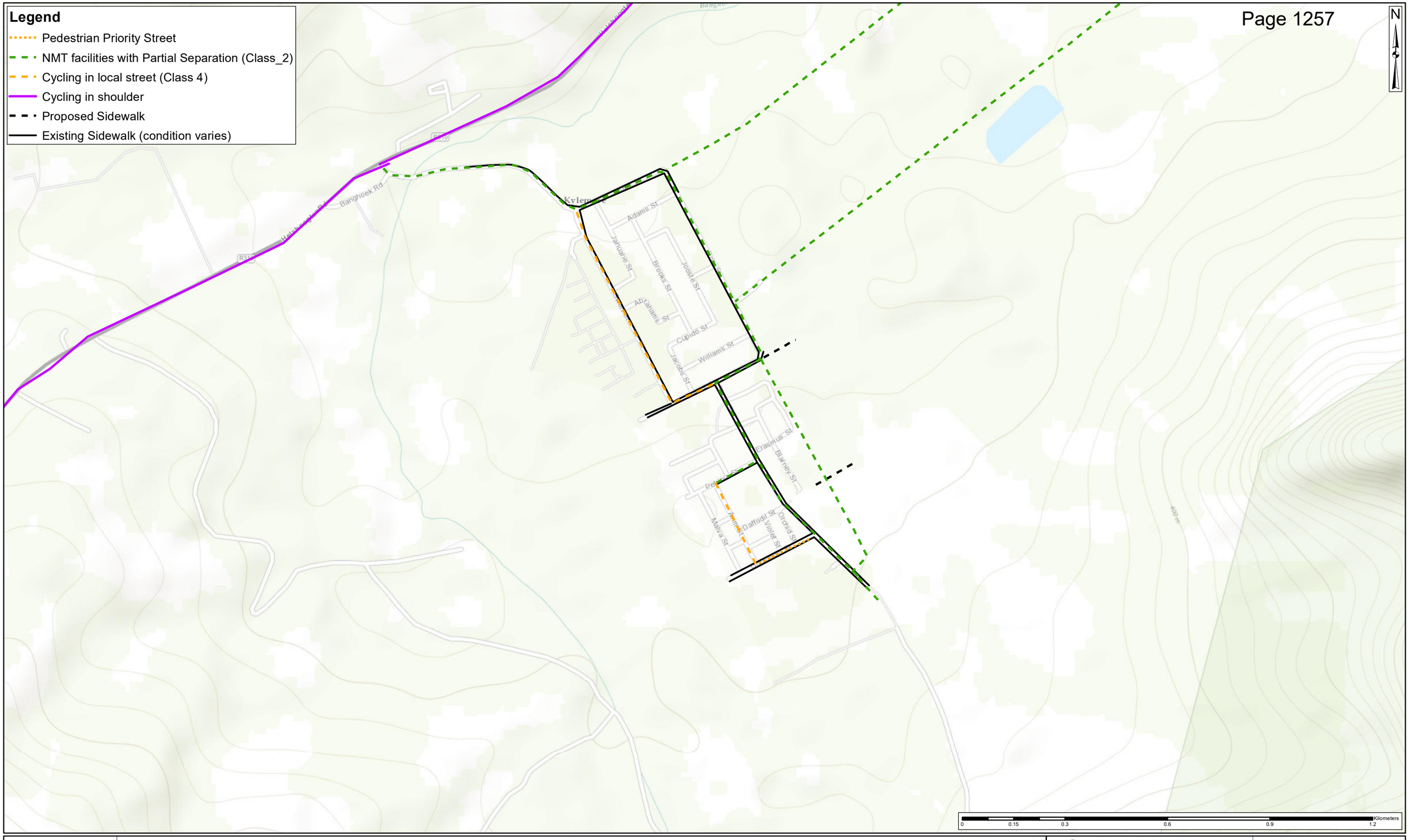
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(When page size is: A3 landscape)

Figure 1

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GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Koelenhof_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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Project Title:	**Stellenbosch CITP**
Map Title:	**Kylemore: Proposed NMT Network**

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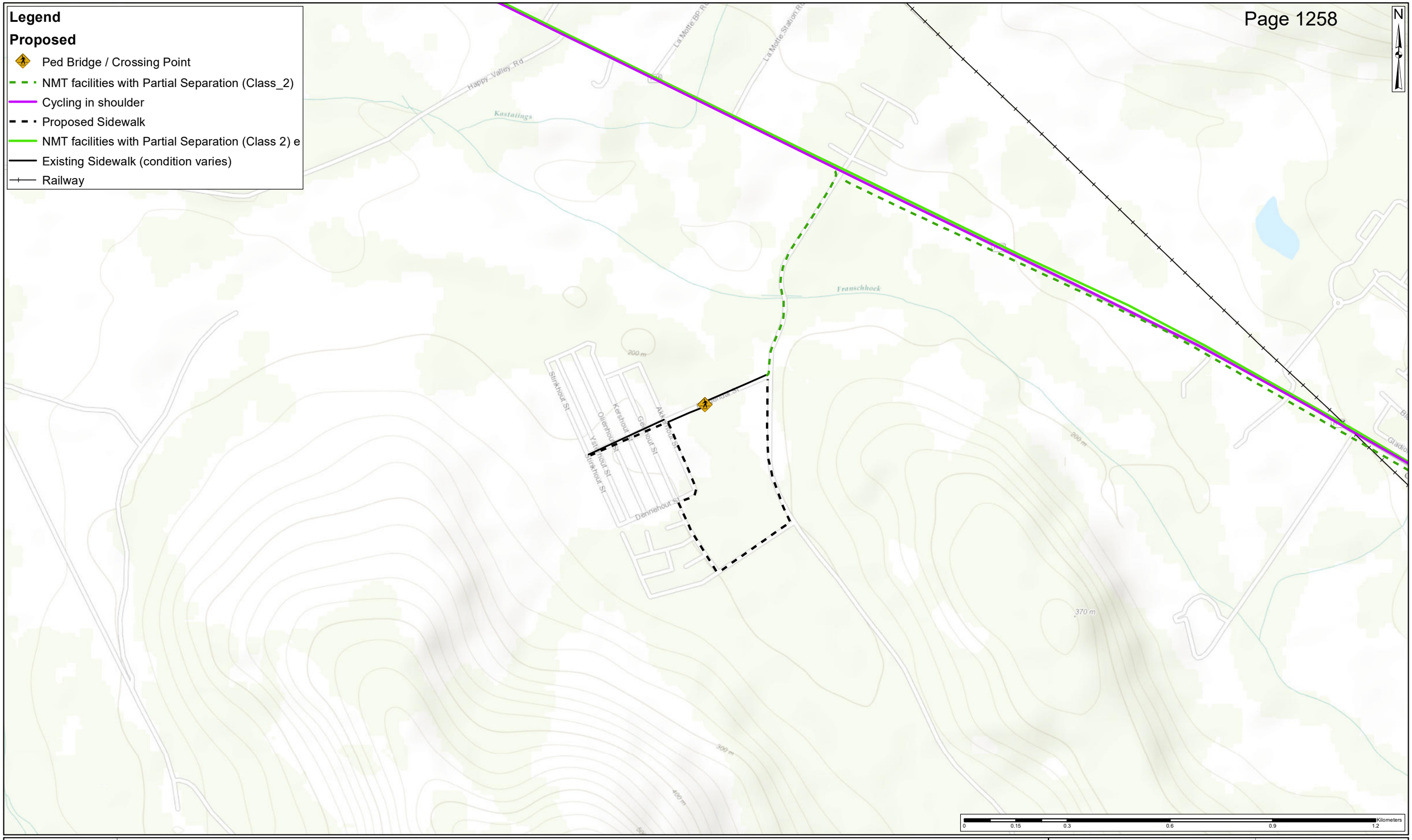
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GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
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Revision:	00

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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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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:	Hartebeesthoek 1994
	Central Meridian: 19.0
Compiled By:	GA Maree
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)

N

Kilometers
0 0.15 0.3 0.6 0.9 1.2

Project Title:	**Stellenbosch CITP**
Map Title:	**Lanquedoc: Proposed NMT Network**

Scale 1:10 000
(When page size is: A3 landscape)

Figure 1

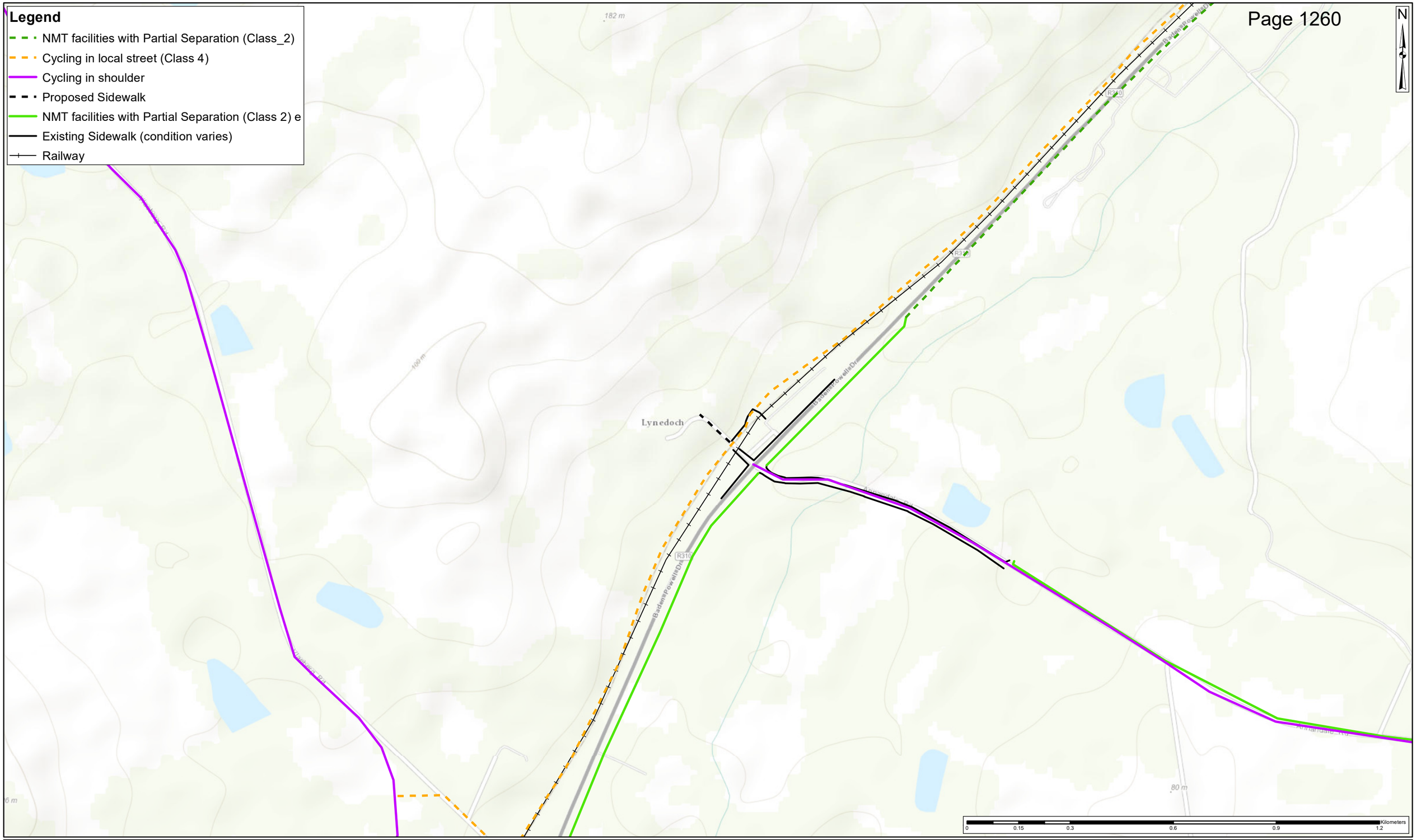
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Project Number:	N/A
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Sources:
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Project Title:	**Stellenbosch CITP**
Map Title:	**Lynedoch: Proposed NMT Network**

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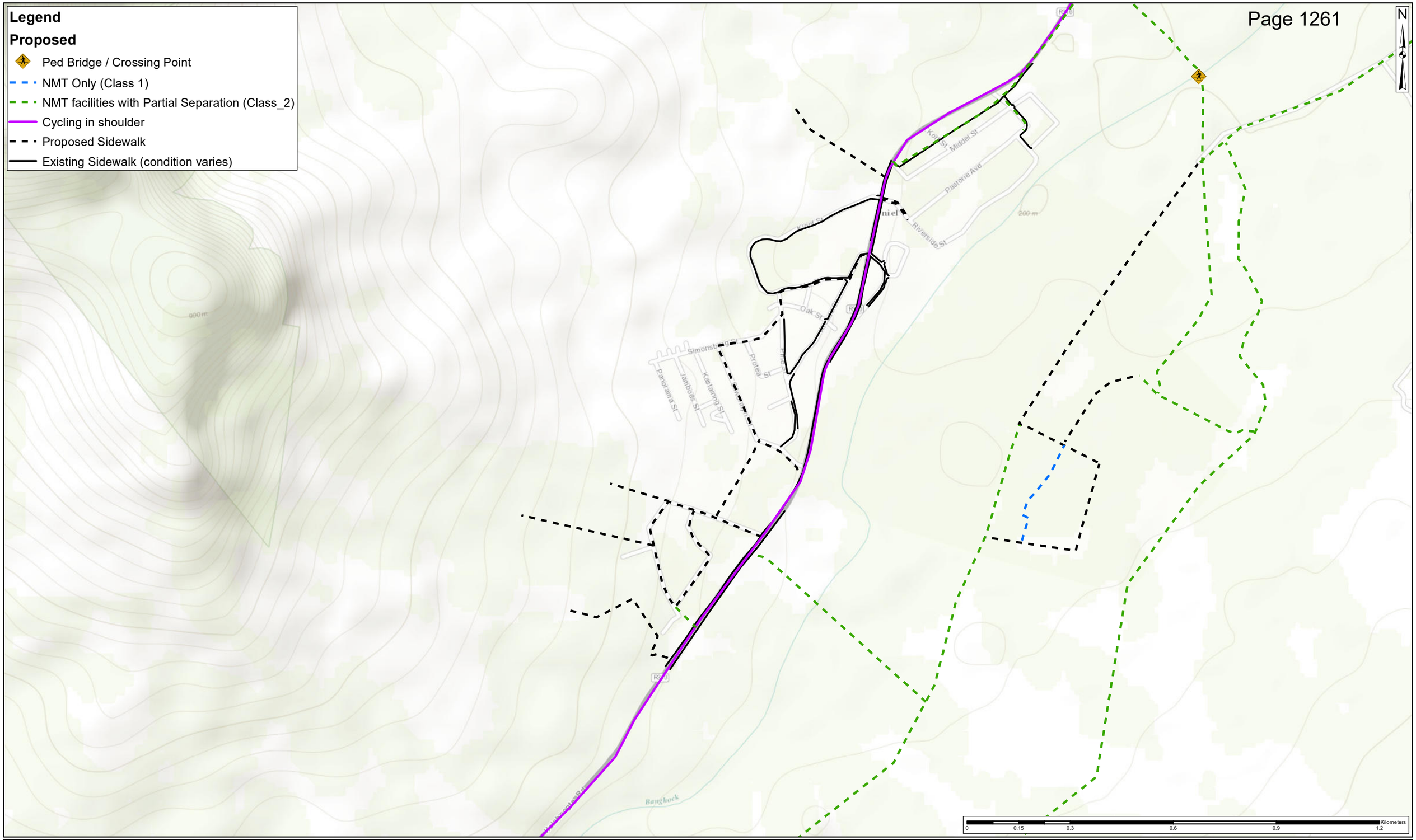
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Figure 1

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Revision:	00

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Project Title:	**Stellenbosch CITP**
Map Title:	**Pniel: Proposed NMT Network**

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Figure 1

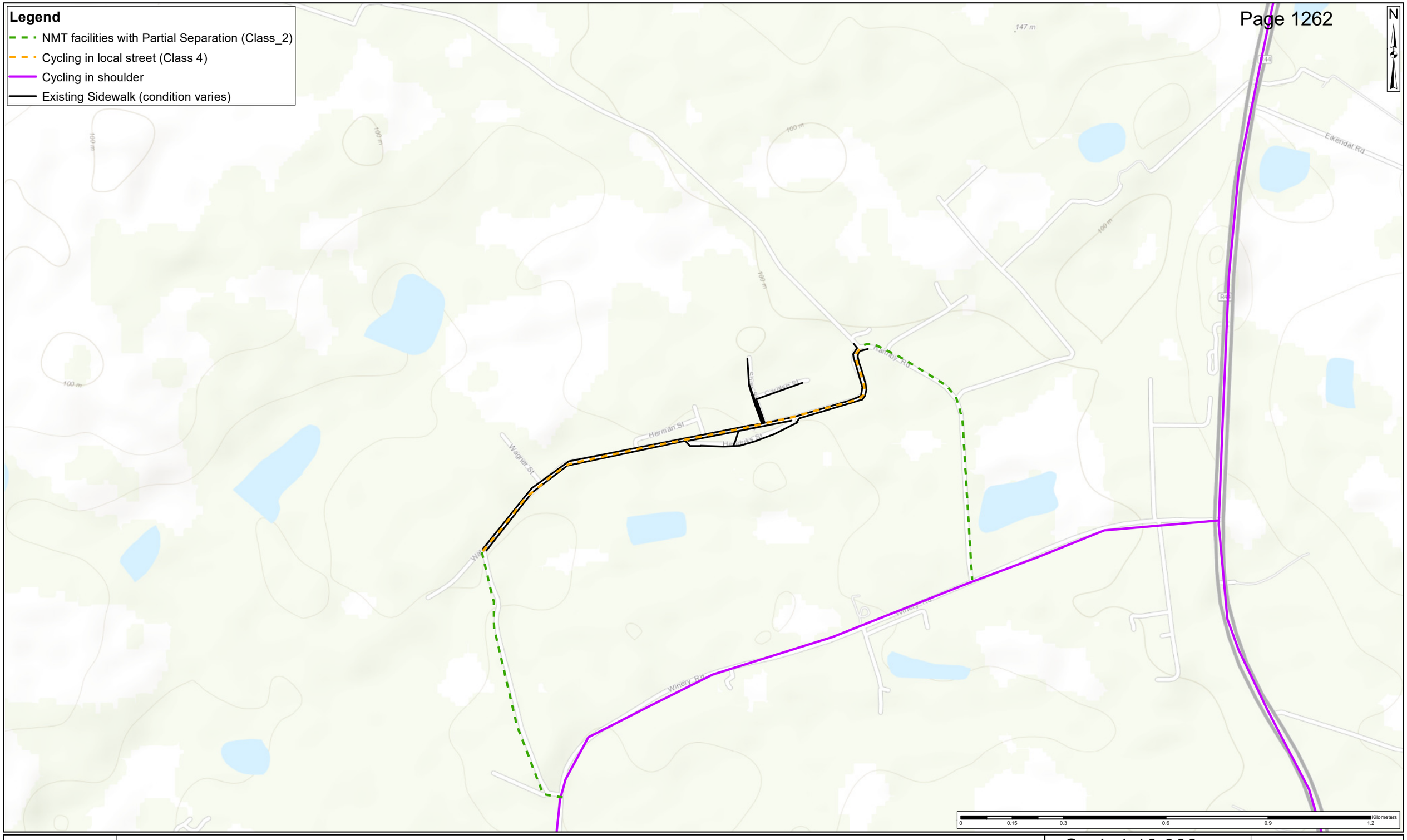
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Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
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Revision:	00

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
- Existing Sidewalk (condition varies)



Project Title:	**Stellenbosch CITP**
Map Title:	**Raithby: Proposed NMT Network**

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Scale 1:10 000
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Figure 1

Projection:	Transverse Mercator
Datum:	Hartebeesthoek 1994
	Central Meridian: 19.0
Compiled By:	GA Maree
GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Raithby_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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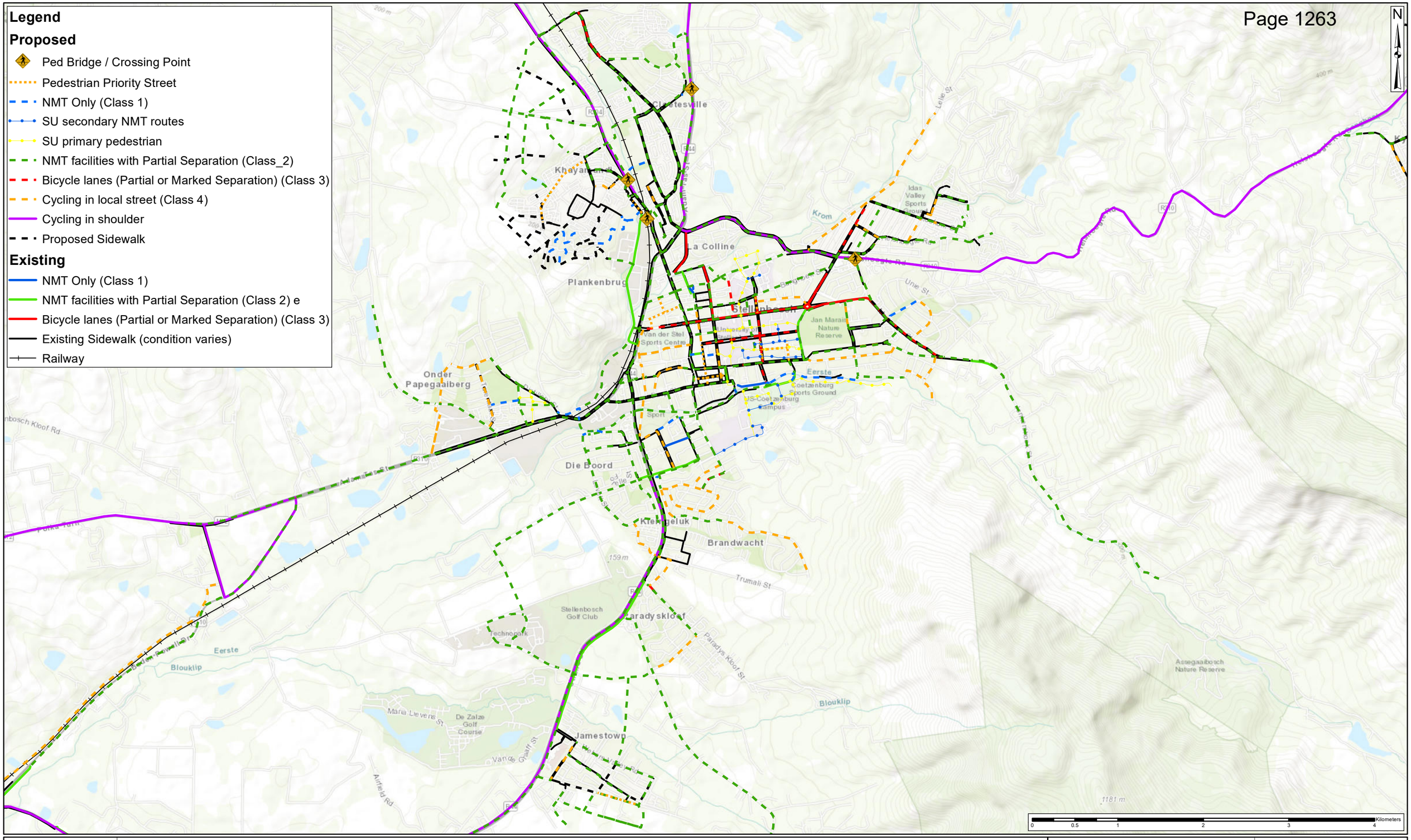
Legend

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
(When page size is: A3 landscape)

Figure 1

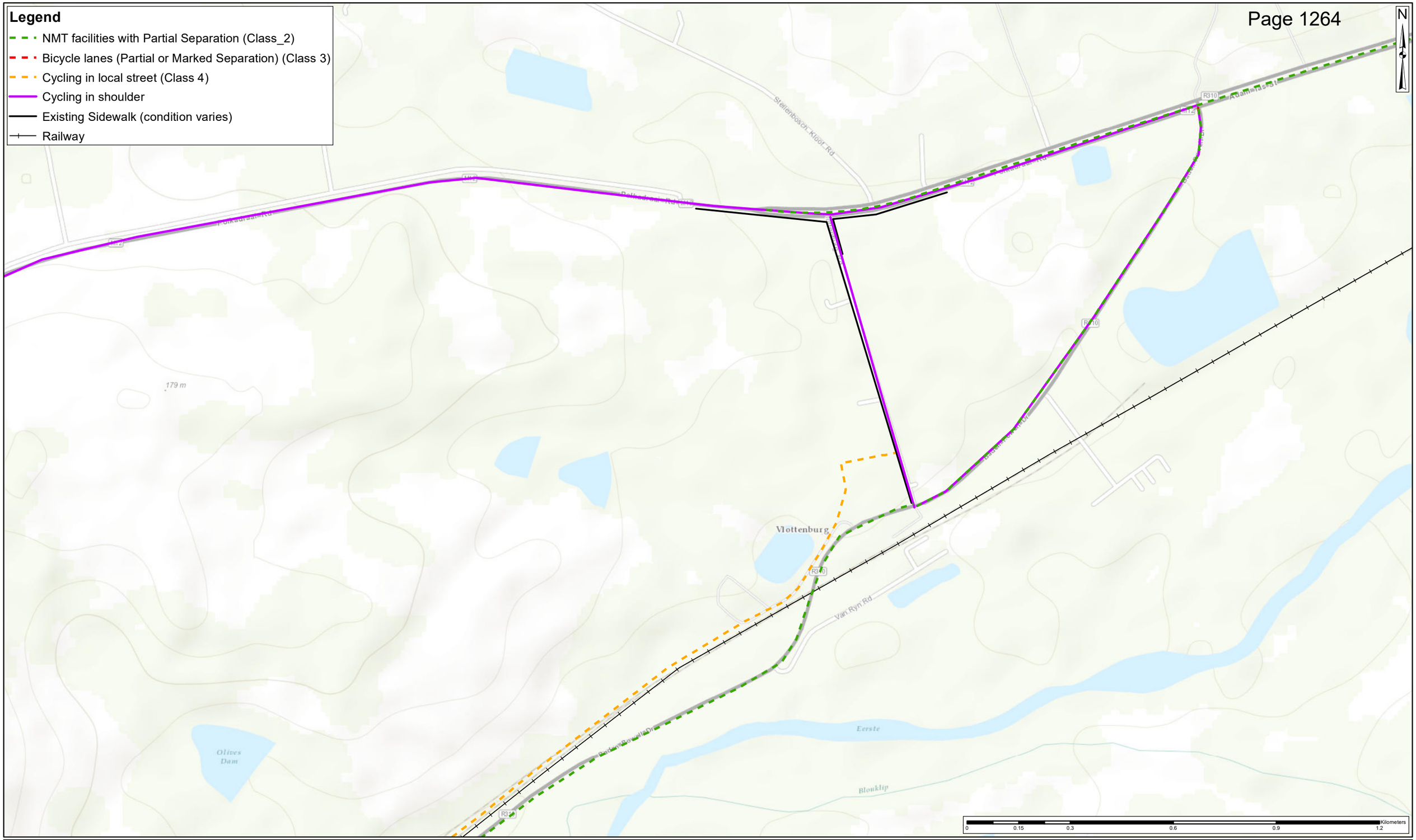
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GIS QC By:	
Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
Map Ref:	NMT_Stellenbosch_1.mxd
Revision:	00

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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Project Title:	**Stellenbosch CITP**
Map Title:	**Vlottenburg: Proposed NMT Network**

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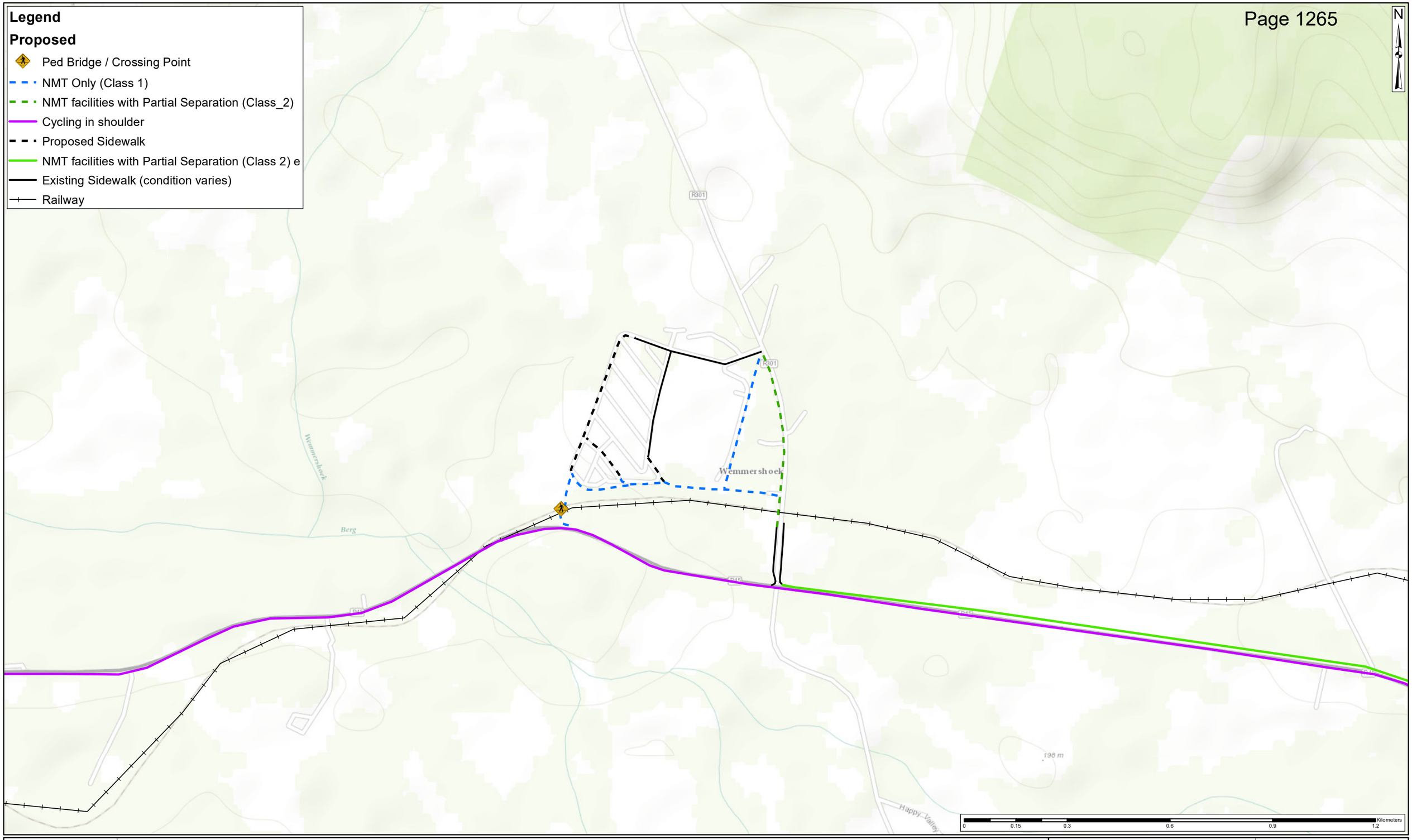
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Approved By:	C Erasmus
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Project Number:	N/A
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Revision:	00

Sources:
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Project Title:	**Stellenbosch CITP**
Map Title:	**Wemmershoek: Proposed NMT Network**

Scale 1:10 000
(When page size is: A3 landscape)

Figure 1

Projection:	Transverse Mercator
Datum:	Hartebeesthoek 1994
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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 NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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APPENDIX E: STB RMP PROPOSED ROAD PROJECTS (including Provincial road projects)

DRAFT

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 Arterials	-	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 Arterials	-	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 Arterials	-	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 Arterials	Dual Carriageway		
SRMP011	R44	PGWC	R 44	MR27	R44 / Annandale Road	Intersection upgrade	Grade Separation of intersection with free flow on the R44	N/a	Class 2, Urban Major Arterials	Dual Carriageway		
SRMP012	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Le Roux Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	High	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 Arterials	-	Medium	
SRMP014	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Uitkyk Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-	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 Arterials	-		
SRMP016	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Lambrechts Road	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-		
SRMP017	Lambrechts Road	Stellenbosch	R45	MR191	R45 (Lambrechts Road) / Nerina Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2, Urban Major Arterials	-		

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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 Arterials	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 Arterials	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 Arterials	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 Arterials	-		
SRMP024	Western bypass	PGWC	-	-	Western Bypass / R310 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2, Urban Major Arterials	-		
SRMP025	Western bypass	PGWC	R 44	MR27	Western Bypass / R44 intersection	Intersection upgrade	Upgrade to grade-separated interchange. Possible roundabout to accommodate Techno Park access, proposed new east-west route, and possibly De Zalze access. Refer to SRMP003.	N/a	Class 2, Urban Major Arterials	-		
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 3, Urban Minor Arterial	Single Carriageway		
	Remove Row											Project removed
SRMP033	Robertsvlei Road	PGWC	-	DR1351	DR1343 / DR1351 / MR191	Road upgrade	Upgrade of Robertsvlei Road to accommodate Heavy Vehicles which will allow bypassing of Franschhoek town centre.	10.3	Class 3, Rural Minor Arterials	Single Carriageway		
SRMP034	Groenfontein Road	Stellenbosch	-	DR1104	Groenfontein Road from R44 to Protea Road	New road extension	Upgrade of Groenfontein Road to serve proposed new developments in Klapmuts (north and south of the N1).	5.3	Class 3, Urban Minor Arterials	Single Carriageway		
SRMP036	Remove Row											Project completed
SRMP037	tbc	PGWC	-	MR166	Road and intersection upgrades	Road upgrade	Road rehabilitation and provision of new intersections with Eikendal Road, Bredell Road and the R44.	-	tbc	Single Carriageway		
SRMP038	Old Paarl Road	PGWC	R101	MR189	Portion of Old Paarl Road from the R304 to Bloekombos	Road rehabilitation	Road rehabilitation of the R101.	-	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP039	Stellenbosch Arterial	PGWC	M12	MR177	Portion of M12 from existing dualling to R102	Road rehabilitation	Road rehabilitation of the M12.	-	Class 3, Urban Minor Arterial	Single Carriageway		
SRMP040	Annandale Road	PGWC	-	DR1050	Annandale Road and a portion of Baden Powell Drive	Road rehabilitation	Road rehabilitation of Annandale Road.	-	Class 3, Urban Minor Arterial	Single Carriageway	High	Completed
SRMP041	Groenfontein Road	PGWC	-	DR1104	Groenfontein Road from Klapmuts to north of the N1	Road regravel	Regravel Groenfontein Road	-	Class 3, Urban Minor Arterial	Single Carriageway	Medium	Refer to SRMP034
SRMP043	Baden Powell Drive	PGWC	R310	MR168	Baden Powell Drive between the M12 Polkadraai and N2.	Road rehabilitation	Rehabilitation and upgrade of Baden Powell between the N2 and Vlaeberg Road. Section between Polkadraai and Annandale Road is planned.	-	Class 3, Rural Minor Arterials	Single Carriageway		In-Progress
SRMP044	Robertsvlei Road	PGWC	-	DR1351	Portion of Robertsvlei Road	Road regravel	Regravelling of existing road	-	Class 3, Rural Minor Arterials	Single Carriageway		Refer to SRMP033

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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 Minor Arterials	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 Bottelary Road	Stellenbosch	-	-	Old Bottelary / Devon Valley Rd	New road extension	The extension of Old Bottelary Rd to link Blumberg Drive (Devonvale Road) and the R304	0.45	Class 4, Urban Collector Streets	Single Carriageway		
SRMP060	-	Stellenbosch	-	-	Bottelary Rd / Old Bottelary	New road	Road link between Bottelary Road and Old Bottelary Rd.	0.25	Class 4, Urban Collector Streets	Single Carriageway		
SRMP061	Merchant Street	Stellenbosch	-	MR205	R44 / Merchant Street	New road extension & realignment	The realignment of Merchant Street to link to the R45 at the R44 intersection & closure of the Merchant Street T-junction access on the R44.	0.9	Class 4, Urban Collector Streets	Single Carriageway		
SRMP062	-	Stellenbosch	-	MR27/MR189	R44 / Sandringham Road (R101)	New road	New Class 4 road between the R44 and R101, Klapmuts	3.7	Class 4, Urban Collector Streets	Single Carriageway		
SRMP063	Simonsberg Street	Stellenbosch	-	MR172	Helshoogte Road / Simonsberg Street	Road upgrade & extension	Simonsberg St extension over the R310 to Main Rd Ext, Johannesdal.	2.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP064	Sonnestraal Street	Stellenbosch	-	MR172	Helshoogte Road / Sonnestraal Street	Road upgrade & extension	The extension of Sonnestraal Street from the R310 to Main Rd, Johannesdal.	1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP065	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	-	DR1065	Vlottenburg Road	Road realignment	Realignment of Vlottenburg Road to intersect with existing Stellenbosch Kloof Road intersection. This improves safety and reduces the number of intersections and level crossings along Baden Powel. Existing intersection along Baden Powell Drive to be closed.	0.3	Class 4, Urban Collector Streets	Single Carriageway		TBC
SRMP071	Trumali Street	Stellenbosch	-	-	Trumali Street	Road upgrade	Upgrade of Trumali Street to surfaced carriageway to link with Wilderbosch Extention.	0.6	Class 4, Urban Collector Streets	Single Carriageway	High	
SRMP072	-	Stellenbosch	-	MR172	-	New road	Future Johannesdal 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 regravelling 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.

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

NONE

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

7.8.1	**PRECINCT PLAN: FUTURE DEVELOPMENT AND UTILIZATION OF THE RHENISH COMPLEX AND SURROUNDS**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT:PRECINCT PLAN: FUTURE DEVELOPMENT AND UTILIZATION OF THE RHENISH COMPLEX AND SURROUNDS

2. PURPOSE OF REPORT

To obtain approval from Council to commence with a public participation process for the possible future development of the Rhenish Complex and surrounding area. It has generally been recognized that the Rhenish Complex is of significant cultural and heritage importance and is an invaluable asset for the town which demands proper maintenance and appropriate utilization. Several municipally initiated and supported studies and development frameworks have focused on the complex and its surrounds over preceding years. The report is the result of the evaluation and analysis of all existing planning and planning related documentation, current lease agreements and any documentation as it relates to the future utilization of the Rhenish Complex, its buildings and open space, the Braak and public spaces around the Braak including the potential linkage of Church Street with the Braak and Rhenish Complex.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

Several municipally initiated and supported studies and development frameworks have focused on the complex and its surrounds over preceding years. These include:

1) Stellenbosch Conservation Strategy; Kruger Roos; 1997. (Approved by Council in 1997)

2) Die Braak, Voorlopige Ontwikkelingsraamwerk & Rekonstruksie; Kruger Roos, 1997.

3) Stellenbosch Historical Centre, Mill Square and Surrounds; Kruger Roos, 1998.

4) Heritage Study, Binnetuin Park, Stellenbosch; Pistorius and Harris, 2005.

5) Het Erfgoedbeleid van Stellenbosch. Het opstellen van ondersteunende komen – Die Braak en het Rijnse Complex als katalysator; Carton & Ryckeboer, 2012.

6) Kerkstraat sluiting, Piet Louw & Dave Dewar, 2020

7) Proposals call for the utilization of the Braak, Mayor 2019

While there are many relevant and good ideas included in the above-mentioned studies, the project allowed for an opportunity to consider the study area as a totality, as well as

the site's integrated relationship with the general surroundings. A key question therefore is:

'What should structure the whole or the totality, in urban design terms, and how can the site, most of which is embedded, be unlocked to become part of the daily-use fabric of the town, from a public perspective?'

The project entailed the following processes.

1) The evaluation and analysis of all existing planning and planning related documentation, current lease agreements and any documentation as it relates to the future utilization of the Rhenish Complex, its buildings and open space, the Braak and public spaces around the Braak including the potential linkage of Church Street with the Braak and Rhenish Complex.

2) The identification of and exploratory discussions with Interested and Affected Parties as it relates to their understanding and ideas for the future use of the Rhenish Complex and gardens including the keeping of notes and minutes of such discussions.

3) The preparation and drafting of professional urban design proposals based on the existing studies and proposals linked to the preferred future use of the buildings, gardens and/or portions of buildings/gardens as well as other public space which might have an impact on the Rhenish Complex.

4) Drafting a framework for the Rhenish complex and surrounding properties linking the site to the historical centre and public spaces such as Die Braak, Dorp Street, Church Street etc.

5) The preparation of an urban design report and power point presentation with illustrations summarizing and motivating the future use of the Rhenish Complex.

The report provides an urban design framework which serves as a precinct plan that guides the future utilization, preservation and development of the study area with a view to unlock the potential of this area to play an important role to activate the Rhenish complex as a key site of cultural and heritage significance.

5. RECOMMENDATION

(a) that Council take 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.

6. DISCUSSION /CONTENTS

6.1 Background

Stellenbosch and its rural surrounds constitute an unique Cape Environment which is part of the cultural heritage of South Africa. The historical town and surrounding areas which provides its setting have special qualities which merit conservation. The Directorate of

Planning and Development recognised the need to formulate a conservation strategy to ensure the enhancement and protection of the area and commisioned the drafting of such a conservation strategy which culminated in the approval by Council in 1997 of the "Stellenbosch Conservation Strategy; Development Guidelines. (Kruger Roos, 1997)". Already in this conservation strategy the Rhenish Complex was identified as a precinct of significant value and part of a key precinct incorporating the Braak, Dorp Street and linkages to the Eerste River. An Urban Design Framework for the Braak itself, incorporating a historical study, was undertaken in 1997 (Kruger Roos, 1997) and some urban design improvements were undertaken around the southern end of the Braak/ Mill Square.

Following the approval of the Stellenbosch Conservation Strategy the Directorate of Planning and Development embarked on a program to prepare detailed heritage studies of all significant heritage areas in Stellenbosch town as identified in the Stellenbosch Conservation Strategy and specifically the areas where large green (public) areas were located. These heritage studies formed part of the Stellenbosch Spatial Linkages project (Kruger Roos, 2003/4), which were an exploration of the ways that the town can develop and enhance key public spaces and precincts and link them together in a network of pedestrian routes, thus improving access to the historical core – and enjoyment of its facilities and amenities – by residents and visitors.

Studies included the Stadshuis urban block (between Plein, Ryneveld, Victoria and Andringa Streets), the Bloemhof site (between Plein Street, Ryneveld Street, the University, and the Botanical Garden), and the Ou Kerkhof urban block (between Plein, Ryneveld, Church and Andringa Streets). Another of these studies was for the the street block in which the Rhenish complex is situated and resulted in a report called "Binnetuin Park: Stellenbosch: Spatial Network of Gardens South and West of the Braak," (Pistorius & Harris, 2005).

This heritage study identified the various cultural and environmental values on and around the site and is the essential foundational component to inform and guide development in this sensitive area, and to ensure that it benefits and enriches the Historical Core as a whole.

Location

The site is embedded in the historical village and is part of the centre of Stellenbosch town. The gardens occupy the inner part of a large block which wraps around the south and south-west sides of the Braak, the "village green" of Stellenbosch, with its two churches. Eastward is the oldest part of the village, with small blocks, narrow streets and a tight-grained fabric focussed on the Moederkerk. To the south is Dorp Street, the old wagon road to the Cape and the historical "spine" of the village, with its characteristic oaks and white-walled buildings. Further south is the Eerste River, a ribbon of green space which forms a natural edge to the village. Westward, the village fabric continues but has a looser grain and lower density than the oldest part. Immediately to the north is Market Street and the Kruithuis (Arsenal) on Markplein. This is part of the most direct pedestrian route between the station and the town and houses the Tourist Information centre.

The location of the site is shown on **Figure 1** below.



Figure 1. Location of study area

6.2 Block Characteristics

The block on which the site is situated is exceptionally large in relation to the village blocks to the east of the area and is distinctly larger than the surrounding ones, and constitutes a blockage, in urban permeability terms. For this reason, the pedestrian links through it are important. Without pedestrian permeability, the block would be a barrier to free movement – and in the case of Dorp Street, to the south, this is indeed the case: there are no northward links on Dorp Street between Herte Street and Bird Street, which is a fair distance on foot.

Vehicles are limited to the perimeter of the block, only penetrating at Schreuder Street cul-de-sac, off Herte Street, and the Old Mill Garden parking area (apart from access to private properties); there are no through-routes. The inner part of the block is consequently secluded and tranquil, shielded from the traffic in the busy streets around it. Unfortunately, this characteristic makes the site difficult to access thus limiting the utilization thereof.

The northern part of the block is occupied by the various components of the historical Rhenish Complex, associated with the Rhenish Church on the Braak. The freed slave cottages facing the Parsonage across Herte Street reinforce the important slave history theme of the Rhenish Complex. The Rhenish Parsonage is used as a toy museum and

the building and grounds are open to the public, but other parts of the complex such as the School and Institute are not freely accessible.

The Tourist Information Centre in Market Street was an important visitor destination, from which many tourists start exploring the town. Most head for the Kruithuis and the Braak. Those who find themselves at the Rhenish Parsonage may discover the link to Voorgelegen garden by accident (by following the mill stream or a local who is walking purposefully), but the link is not clear at present and there is no directional signage. The mill stream can be followed upstream, southwards from Market Street into the heart of the block before turning to continue eastward to Meulplein. It is an important linear element which connects the green spaces at the centre of the block.

The southwestern quadrant of the block is residential in character: a mix of villas and infill flats behind the elegant buildings of Dorp Street.

The portion of Dorp Street edging the block on the south is particularly fine: noble and elegant buildings shaded by large oaks form a streetscape of strong character. This serene grouping comes to an ignominious end near Mill Street, where the activity associated with Checkers delivery yard is disruptive and intrusive. At the Mill Street/ Piet Retief Street intersection the dignity and strong linearity of Dorp Street is broken down by modern traffic engineering – a fried-egg traffic circle and traffic island with historically uncharacteristic landscaping.

The southeast corner of the block is occupied by the Checkers shopping complex, a large building with a massing uncharacteristic of the historical core (but similar to the massing of buildings in the "commercial citadel" between Bird Street and Andringa Street). For the purposes of pedestrian spatial linkages, it is redeemed by the T-shaped mall that connects through it from the Mill Garden parking area to Meulplein in the east and Dorp Street in the south.

6.3 Landscape Character Assessment and Landscape Activation Opportunities

The Rhenish Precinct is a future-focussed initiative that looks to demonstrate a resilient vision for our urban centres. It is a place of health and abundance where communities can come together to share in their collective heritage and enjoy the range of amenities provided within this fascinating cultural landscape.

Income generated by the precinct is invested into the further development of the site and in the training of interns in horticulture, sales and marketing, event coordination, hospitality, urban landscaping, and maintenance. The design has transformed a semi-derelict site into a verdant working landscape, creating spaces that are both beautiful and functional and connects visitors to the production of their food, while creating a memorable immersive experience for communities in nature.

The Rhenish precinct provides an opportunity to bring agricultural and urban life together as the confluence of farming and cultural landscapes. Central Stellenbosch is bounded by two rivers and forms the urban heart of the Cape Winelands. A strong landscape masterplan consolidated visual identity of street furniture and landscape elements and integrated site management will all be essential to enable the success of the precinct.

6.4 Identifying Main Constraints and Informants

In the analysis and interpretation, the main constraints and informants impacting on the study area have been identified. These are graphically illustrated in Figure 8 in the report (page 27) and were addressed and considered in the outcome of the final proposal.

6.5 Main Ideas

Several ideas drive the spatial outcome of the proposals. These are captured in figures 31 and 32 of the report. These ideas are broadly captured as follows:

Improving Urban Permeability

To achieve improved integration and pedestrian convenience, the following ideas are proposed:

1) Create mid-block connections between activity generators along desire lines to accommodate pedestrian, bicycle, and emergency vehicles.

2) The linkages should be direct with a high degree of visual transparency and pedestrian scaled lighting. A straight paved avenue (binne-tuin laan) is proposed.

3) The entrances to these linkages to be managed for closure during specific times for security and surveillance reasons.

4) Resolve the spatially confused condition of the Meulplein precinct with pedestrian priority and sympathetic townscape qualities.

An Integrating Urban Design and Spatial Concept

The design concept includes the following elements.

1) The creation of a mid-block connection in the form of a straight paved avenue between Dorp Street and Market Street with lockable control gates at the ends.

2) The creation of an urban resource hub space at the northern end of the avenue integrating the surrounding buildings into a central heart for the precinct. The access points to the buildings should all face onto the space.

3) The southern and eastern edges of the space should be edged with a roofed and rear-walled pergola structure suitably laid out for flexible market-related activities.

4) The ‘Binnetuin’ should be the subject of landscape treatment, including water management. The eastern edge of the garden should not be accessed from the Shoprite parking area.

5) The junction of the Binnetuin to Dorp Street should take the form of a commercial venture (restaurant, beer house) in the existing building with spilling out space onto a beer garden and tea garden, all accessed from the existing building. The building to the immediate east along Dorp Street should perform a supporting public-orientated function, although quieter.

6) The parsonage garden should be transformed into an agriculturally based vegetable and herb space with the produce sold from the market structure in the hub space on periodic days.

7) The uses within the existing buildings around the hub space should be community focused, with an emphasis on learning, access to resource management, arts, crafts, and cultural activities.

8) To the north-eastern edge of the hub space, the entrance to the hall of the school should be transformed into a dignified forecourt space.

9) On this north-eastern corner, a new tourist information facility should be created on the edge of the market square precinct. The market square space should be re-instated to an orthogonal space and the through-traffic should be simplified to generate a more people friendly space around the 'Kruithuis'.

10) The western and southern edge of 'Die Braak' space should be edged with a werf-type wall with openings which respond to the pedestrian desire-lines and paths. New tree-planting and associated stormwater swales compliment the making of this edge (see cross-sections).

11) The Meulplein is reconfigured with the closure of the Church Street connection. A new westerly one-way connection for traffic circulation is created at the junction of Blom Street and Meul Street to give access to the parking on the western and southern edges of 'Die Braak'.

12) Meulplein is paved in one material and the water wheel is re-located in its original position.

13) The Shoprite-corner should be the subject of an action project to explore its improved potential.

6.6 Returning to the Essence of the Idea and the Bigger Context

Figure 48 captures the essence of the proposed municipal-led intervention in terms of unlocking the site and integrating the precinct with the surroundings and mutually reinforcing activities through a before and after comparison. The outcome is much more spatial and consistent with the qualities of the original historic core.

In terms of achieving continuity of space and linkages, Figure 49 locates the precinct in relation to the Church Street precinct. This bigger idea is ideal for very large events, festivals, and special days. Also shown are the municipal parking areas on the periphery of the east-west activity core/spine. With appropriate management, it should be possible to control the extent and spatial distribution of events of different sizes and characters in the larger precinct.

6.7 Transport Engineering Input

As part of the urban design framework, a transport engineer was involved in evaluating and testing the feasibility of the main proposals contained in the precinct plan. The report is included in the precinct plan as pages 64 -70. The main findings of the transport engineer were the following:

1) The potential exit from Checkers Parking area onto Dorp Street is currently a drive-way access located opposite another driveway access and adjacent to the Checkers service area. The potential exit is possible from an access management perspective.

2) The entry and exit portion of the Mark/ Blom intersection is currently split to accommodate a historical feature on a central island. The current Blom/ Mark (1-way) is priority-controlled with Blom having priority. It is proposed to close the southern link (the entry portion) to enable the creation of a dedicated pedestrian link between Plein Street and Mark Street and the current Mark Street (1-way portion westbound) will become an urban square with a pedestrian route. This will require that the existing approach to the intersection on Mark Street (currently a 1-way eastbound) in the Blom direction, will become a 2-way section.

   This is possible as it is expected that the Blom/ Market Street intersection (currently priority-controlled with Blom having priority) will have sufficient capacity to

accommodate 2-way traffic on Mark Street. Access to the existing parking areas must just be considered and adapted in the reconfiguration of this section of Mark Street. A Transport Impact Assessment will also be required to determine the impact of the additional entering traffic volumes at the Blom/ Mark intersection.

3) It is also proposed to close the portion of Church Street between Mill and Bird Street. Mill Street and the portion of Bird Street between Dorp and Alexander (currently dualled) forms part of a 2-way couplet system. The closure this portion of Church Street will have the following impacts:

   i. Vehicles looking for parking along Bird Street southbound will have to turn around at the mini circles in Dorp.

   ii. The parking (8 bays) along this section will have to be removed.

   This proposal is possible, but subject to a parking investigation and a Transport Impact Assessment.

4) New full intersection at Blom/ Mill and Bird is proposed at Blom/ Mill to enable the vehicles to cross the median of the Bird - Mill Street couplet and create another turn opportunity that will be lost due to the closure of Church between Mill and Bird.

The proposal will have traffic engineering implications and it is advised that a Transport Impact Assessment be undertaken to understand the impact on intersection operations, intersection spacing and parking.

6.8 Identification of Action Areas and Action Projects

The intention of the precinct plan is to inform the municipality of a series of preliminary action areas and projects that were identified for possible further investigations and strategies and that these actions and plans be implemented over time. These are spatially shown on the figure 46 of the report.

6.9 Effectuation and Way Forward

As a way forward, the following activities are recommended:

1) Endorsement of the intent and ideas of the proposals by the Municipality and the critical role-players.

2) Identify stakeholders and prepare questionnaire, engage with stakeholders.

3) Explore discussions with Interested and Affected Parties as it relates to their understanding and ideas for the future use of the Rhenish Complex and gardens.

4) Establish the basis for public/private partnerships and their related negotiations.

5) Undertake accurate survey of the study area.

6) Undertake coarse-grained technical feasibility studies for Action Areas and Action Projects

7) Prepare implementation strategy and prioritize action projects.

7. INPUT FROM OTHER DEPARTMENTS

During last year, the precinct plan was presented to the Director: Corporate Services, Director: Planning and Development and Director: Infrastructure Services. The proposal

was well received in general, and reference was made the need to establish a management structure that can manage the implementation and future utilization of the Rhenish Complex as a unit as the municipality does not have the in-house capacity to do so. This report supports the idea of establishing a form of public partnership in one way or another to undertake the further work required and in implementing the proposed uses.

8. FINANCIAL IMPLICATIONS

No financial implication.

9. LEGAL IMPLICATIONS

A land claim was previsouly registered agains a section of the property. Although this department is not familiar with the details the Director:Corporate Services is dealing with the matter. However, this precinct plan represents a spatial vision of the Rhenish Complex and does not award or take away any land use rights. Any owner of the property or sections of the property will have to take the pricinct plan into consideration when considering any improvements to their property.

10. STAFF IMPLICATIONS

None.

11. RISK IMPLICATIONS

None.

APPENDICES

APPENDIX 1: The Rhenish Complex and Surrounds, Stellenbosch: Unlocking the Potential

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REPORT DATE	10 Novermber 2022

APPENDIX1

STELLENBOSCH
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The Rhenish Complex and Surroundings

Stellenbosch: Unlocking its Potential

November 2021



SQUARE ONE
Piet Louw
Architect | Urban Designer | City Planner
its INNOVATIVE TRANSPORT SOLUTIONS

Acknowledgements:

A special word of appreciation is due to Bernabé de la Bat of the Department of Economic Development Services, Municipality of Stellenbosch, for guidance in terms of spatial issues and the explanations of previous work and studies undertaken in the precinct.

CONTENTS

1. INTRODUCTION 6
1.1. Location of the Study Area 6
1.2. The Brief 6
1.3. Previous Studies 6
2. APPROACH 10
2.1. The Concept of Cultural and Creative Hub 10
2.2. Some Principles and Ingredients for Running Successful Cultural Hubs: 10
3. THE STARTING POINT 11
4. ANALYSIS AND INTERPRETATION 11
4.1. Historic Context - Some Observations 11
4.2. Urban Design and Structural Considerations 16
4.2.1 The Superblock System and their Sizes, and Urban Permeability (Figure 8) - 17
4.2.2 Dominant Activity Energy Zones (Figure 9) - 18
4.2.3 The Definition and Nature of the Edges of 'Die Braak' space (Figure 10) - 19
4.2.4 Edge Conditions of the Superblocks (Figure 11) - 20
4.2.5 Building Placements and Public/Private Gradients (Figure 12) - 21
4.3. Landscape Character Assessment and Landscape Activation Opportunities (Figure 13) 22
4.3.1 Stellenbosch Urban Farm 23
4.3.2 Die Binnetuin 24
4.3.3 Die Braak 25
4.4. Identifying Main Constraints and Informants (Figure 14) 26
4.4.1 Urban design-related Informants: 26
4.4.2 Technical Informants 26
4.4.3 Townscape and Landscape Informants 26
4.4.4 Spatial Informants 26
4.5. Photographic Survey 28
5. MAIN IDEAS 37
5.1. Improving Urban Permeability (Figure 31) 37
5.2. An Integrating Urban Design and Spatial Concept (Figure 32) 37
5.3. Unpacking the Layers of the Concept 44
5.3.1 Locations of After Hour Control Points (Figure 33) – 45
5.3.2 Locations of Early Evening Control Points (Figure 34) - 46
5.3.3 Dominant Pedestrian Flows (Figure 35) - 47
5.3.4 Use and Character Zones, and their Entry Points (Figure 36) - 48
5.3.5 Proposed Position of Toilet Block integrated with Proposed Information Centre (Figure 20b) - 49
5.3.6 Potential Market Activity Zones Subject to Management (Figure 38) - 50
5.3.7 Potential Parking Zones Subject to Management (Figure 39) - 51
5.3.8 Dominant Pedestrian and Vehicular Movement Network (Figure 40) - 52
5.3.9 Landscape Treatment to Western and Southern Edges of 'Die Braak' Space (Figures 41, 42 and 43) - 53
5.3.10 Proposed Storm water-related Landscape Design Concepts (Figure 44) 55
5.3.11 Refined Layout and Estimated Street-related Parking Capacity in the Precinct 56
5.4. Identification of Action Areas and Action Projects (Figure 46) - 57
5.4.1 Demolition Plan 58
6. Returning to the Essence of the Idea and the Bigger Context 59
7. Effectuation and Way Forward 61
8. References 62
9. Appendix A 63

TABLE OF FIGURES

Figure 1: Location of the Precinct 7
Figure 2: Study Area in relation to the Landscape Context 8
Figure 3: Study Area in relation to previously identified Heritage Resources 9
Figure 4: Historical Development and Spatial Evolution (1710-1817) 12
Figure 5: Historical Development and Spatial Evolution (1859) 13
Figure 6: Historical Development and Spatial Evolution (1905) 14
Figure 7: Historical Development and Spatial Evolution (1937) 15
Figure 8: The Precinct and Environs Scale: Urban Design and Structural Considerations - The Superblock System, their Sizes and Urban Permeability 17
Figure 9: The Precinct and Environs Scale: Urban Design and Structural Considerations - Dominant Activity Energy Zones 18
Figure 10: The Precinct and Environs Scale: Urban Design and Structural Considerations - Definition and Nature of the Edges of 'Die Braak' Space 19
Figure 11: The Precinct and Environs Scale: Urban Design and Structural Considerations - Edge Conditions of the Superblocks 20
Figure 12: The Precinct and Environs Scale: Urban Design and Structural Considerations - Site-related Building Footprints and Public/Private Gradients 21
Figure 13: The Precinct and Environs Scale: Broad Landscape Considerations - Character Zones, Assets and Problems 22
Figure 14: The Precinct and Environs Scale: Urban Design and Structural Considerations - Main Constraints and Informants 27
Figure 15: View along Market Street looking west from pavement between Powder Magazine Kruithuis and Rhenish School. 29
Figure 16: View from Market Street looking south-west into area behind the Rhenish School. 29
Figure 17: View looking south into area behind the Rhenish School. 30
Figure 18: View of Leipoldt Court looking south. 30
Figure 19: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north. 31
Figure 20: View of lower terrace carpark of Rhenish Institute looking south-west. 31
Figure 21: View of parking garages separating current parking area spaces behind Rhenish School and Institute buildings. 32
Figure 22: View of garages causing spatial blockage. 32
Figure 23: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north-west from the previous Institute swimming bath area. 33
Figure 24: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north from the previous Institute swimming bath area. 33
Figure 25: View of wall separating Rhenish lower terrace carpark and area behind the Rhenish Parsonage looking south. 34
Figure 26: View of Rhenish Institute upper terrace garden and lower terrace carpark looking south. 34
Figure 27: View from western edge of 'Die Braak' through the space between the Rhenish School and Rhenish Institute buildings looking west. 35
Figure 28: View from Dorp Street looking north towards the Voorgelegen side garden. 35
Figure 29: View from Meule Street looking across Meul Plein towards 'Die Braak' in a north-west direction. 36
Figure 30: View from Bird Street looking across 'Die Braak' in a westerly direction. 36
Figure 31: The Precinct and Environs Scale: Main Ideas - Improving Urban Permeability 38
Figure 32: The Precinct and Environs Scale: Main Ideas - Integrating Urban Design and Spatial Concept 39
Figure 33: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Locations of After-hour Control Points 45
Figure 34: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Locations of Early-evening Control Points 46
Figure 35: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian Flows and Linkages 47
Figure 36: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Use and Character Zones, and their Entry Points 48
Figure 37: Precinct and Environs Scale: Proposed Position of Toilet Block integrated with Proposed Information Centre 49
Figure 38: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Potential Market Activity Zones Subject to Management 50
Figure 39: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Potential Parking Zones Subject to Management 51
Figure 40: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian and Vehicular Movement Network 52

Figure 41: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Landscape Treatment to Western and Southern Edges of 'Die Braak' - Low werf wall, Tree alignments, Storm water swale, Pedestrian-scaled lighting, Signage. 53

Figure 42: Proposed Cross-section through the Western Edge of 'Die Braak' 54

Figure 43: Proposed Cross-section through the Western Edge of 'Die Braak', Periodic Market Activity Zone 54

Figure 44: Proposed Storm water-related Landscape Design Concepts 55

Figure 45: Refined Layout and Estimated Parking Capacity in the Precinct 56

Figure 46: Identification of Action Areas and Action Projects 57

Figure 47: Demolition Plan 58

Figure 48: Returning to the Overall Idea: Before and After 59

Figure 49: Returning to the Bigger Context: Integration with the Church Street Precinct 60

1. INTRODUCTION

It has generally been recognized that the Rhenish Complex as a whole is of significant cultural and heritage importance and is an invaluable asset for the town which demands proper maintenance and appropriate utilization. The Rhenish complex already contains the pre-conditions for a significant cultural precinct and associated regeneration. These include highly valued historic buildings and spaces in an accessible location to all citizens and visitors, and a range of space options, open and enclosed, large, and small, and varying in its degree of public exposure.

The site, however, is embedded and not easily accessible. The spatial layout is also confusing and requires clarification. In short, it needs to be unlocked.

1.1. Location of the Study Area

The location of the site is shown in figure 1 and the broad study area under consideration is indicated in figure 2, the landscape context, in the heart of the historic core of Stellenbosch. Figure 3 shows the heritage resources identified within the study area in a previous study, dated 1995. Of note is the uncoloured white zone running north-south through the middle of the block, not identified as a heritage resource.

1.2. The Brief

The brief is extracted from the tender and calls for the following:

a. The evaluation and analysis of all existing planning and planning related documentation, current lease agreements and any documentation as it relates to the future utilization of the Rhenish Complex, its buildings and open space, the Braak and public spaces around the Braak including the potential linkage of Church Street with the Braak and Rhenish Complex;

b. The identification of and exploratory discussions with Interested and Affected Parties as it relates to their understanding and ideas for the future use of the Rhenish Complex and gardens including the keeping of notes and minutes of such discussions.

c. The preparation and drafting of professional urban design proposals based on the existing studies and proposals linked to the preferred future use of the buildings, gardens and/or portions of buildings/gardens as well as other public space which might have an impact on the Rhenish Complex.

d. Drafting a framework for the Rhenish complex and surrounding properties linking the site to the historical centre and public space such as Die Braak, Dorp Street, Church Street etc.

e. The preparation of an urban design report and power point presentation with illustrations summarizing and motivating the future use of the Rhenish Complex.

1.3. Previous Studies

Several municipally initiated and supported studies and development frameworks have focused on the complex and its surrounds over preceding years. These include:

- Stellenbosch Conservation Strategy; Kruger Roos; 1997.
- Die Braak, Voorlopige Ontwikkelingsraamwerk & Rekonstruksie; Kruger Roos, 1997.
- Stellenbosch Historical Centre, Mill Square and Surrounds; Kruger Roos, 1998.
- Heritage Study, Binnetuin Park, Stellenbosch; Pistorius and Harris, 2005.
- Het Erfgoedbeleid van Stellenbosch. Het opstellen van ondersteunende komen – Die Braak en het Rijnse Complex als katalysator; Carton & Ryckeboer, 2012.
- Kerkstraat Sluiting, Piet Louw & Dave Dewar, 2020 Proposals call for the utilization of the Braak, Mayor 2019

While there are many relevant and good ideas included in the above-mentioned studies, there is now an opportunity to consider the study area as a totality, as well as the site's integrated relationship with the general surroundings. A key question therefore is:

'What should structure the whole or the totality, in urban design terms, and how can the site, most of which is embedded, be unlocked to become part of the daily-use fabric of the town, from a public perspective?'

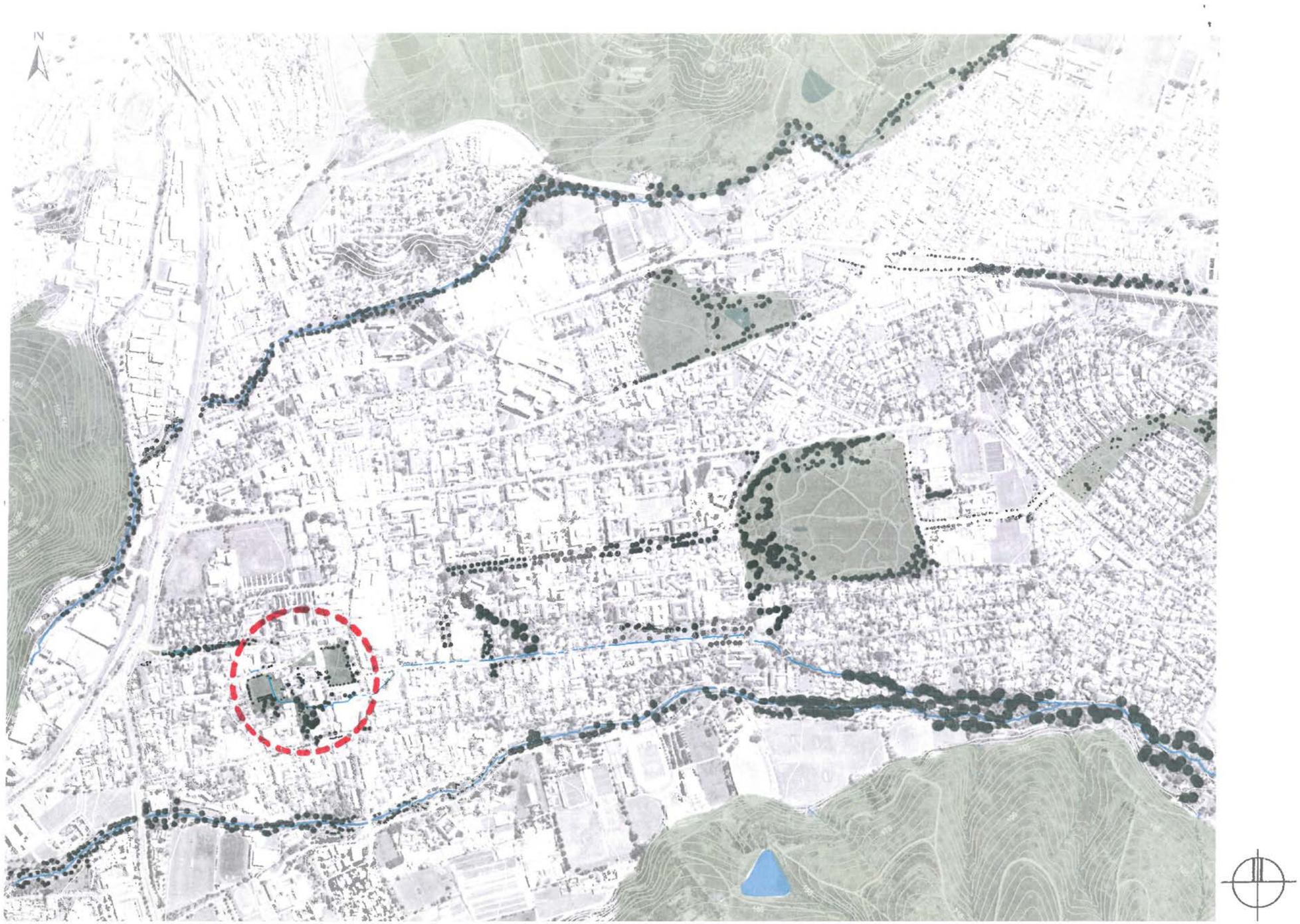


Figure 1: Location of the Precinct

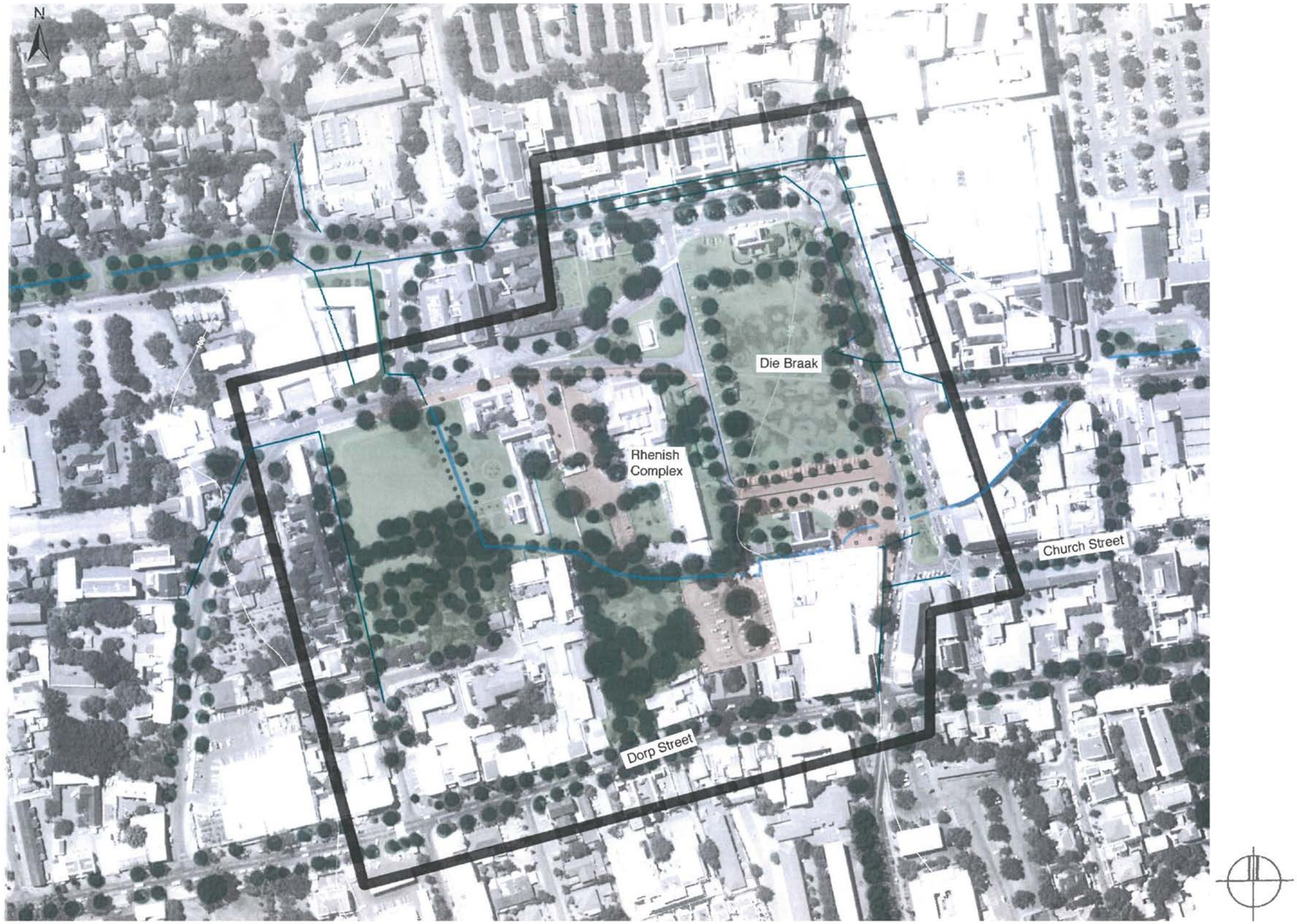


Figure 2: Study Area in relation to the Landscape Context

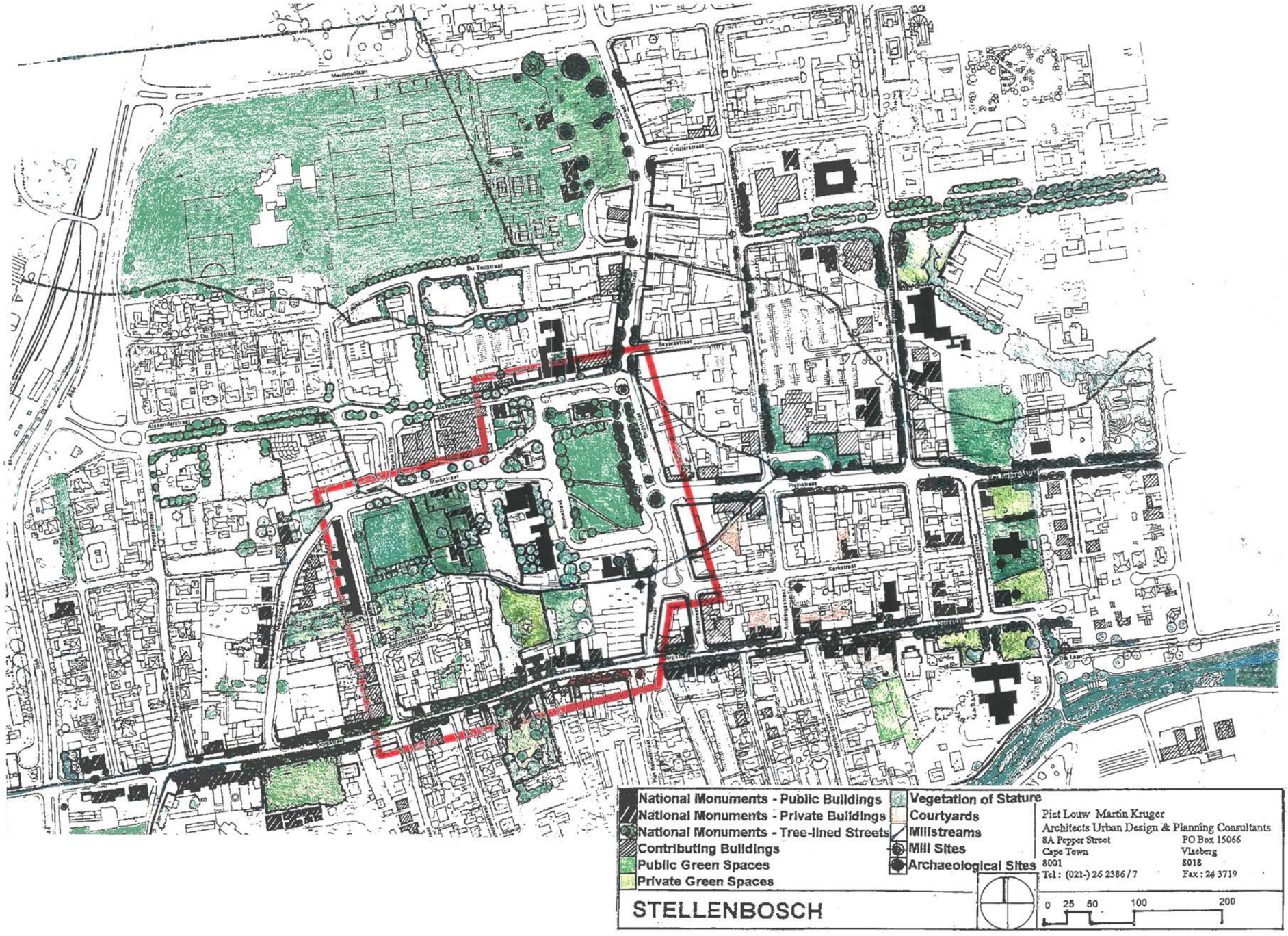


Figure 3: Study Area in relation to previously identified Heritage Resources

2. APPROACH

Firstly, the approach and working method adopted is multi-scaled as each scale of consideration impacts on the next scale up and down.

Secondly, the approach proposed is process orientated, and which will bring about change and improvement as a series of steps. This approach is consistent with generally accepted international trends where change is brought about through tactical thinking using interim measures and generating meanwhile uses while building towards a desired end condition.

The over-riding thrust is to set in place shared space which can accommodate many users. A high degree of flexibility and ensuring that public and common space is multi-functional, dominates the thinking and approach in the exploration of the possibilities.

At the same time, all safety, functional and emergency service requirements have to be satisfied. These include access for emergency (fire brigade, ambulance), service (refuse truck) and delivery vehicles.

Therefore, In order to unlock the site, the strategy needs to take cognizance of devices which embrace thinking about the following trends:

- Tactical Urbanism
- Recognizing Food and Water Security Issues
- Interim Measures and Meanwhile Uses
- Place-making through Design
- The Concept of Cultural and Creative Hub

2.1. The Concept of Cultural and Creative Hub

At an international level, considerable thinking has occurred around the subject of creative and cultural hubs as a means of regenerating under-utilized and strategically located parts of towns, cities and urban areas. These trends have recognized that:

- Art and Culture are one of the most promising avenues to revitalize cities and neighbourhoods.
- A city without a vibrant, diverse cultural life holds little appeal.
- A cultural and creative field is often anchored by specific places.
- These places are mixed-use meeting places for creative minds.
- Places where cross-fertilization between different user lead to new programming and the exchange of visitor and customer groups.
- These places are known as culture houses, art buildings or multifunctional centres, and they often brand new structures such as library, theatre, welfare facilities and resource learning facilities.
- If the culture houses are at one end of the spectrum, at the other end are temporary creative and cultural initiatives.
- Abandoned or underutilized properties can be leased for a modest rent, on a short or longer term basis, as live-work spaces for artists and creatives.
- Their creative endeavors generate a buzz and attract new people, thus enhancing the areas's quality of life, and thus its monetary value.
- This type of place-making has proved to be an extraordinarily successful strategy for many real-estate owners, developers and city and town councils.
- Several companies have now built their business model around starting and running this particular kind of temporary sites.

2.2. Some Principles and Ingredients for Running Successful Cultural Hubs:

Some internationally accepted practices have suggested that the following ingredients are required to enable a successful outcome.

- Find a smart mix of functions and users
- Create a sharp brand and positioning
- Share ownership and a common goal
- Earn local support
- Build a sustainable business model with a triple bottom line, which is the idea of 'multiple value creation'
- In 'multiple value creation' economic, ecological and social values are in balance
- Cultivate an active community
- Serve a real need
- Work with what is already there
- Carry out an area assessment – identify current initiatives and spaces, and how they can be strengthened
- Invest in making a space permanent

3. THE STARTING POINT

The starting point of the study, therefore, is not a re-hash of heritage-related issues or a narrow building-based definition of heritage resources. Rather, it begins with the identification of indicators which are of relevance from a context, townscape and streetscape perspective. The basic position is that the central issue is not simply the protection of historical heritage resources but ensuring that each new development is respectful of the resources and through change contributes to a steady improving future.

The study identified a number of scales of consideration in order to determine which informants impact on the site. The scales are the local area scale, the site and environs scale, the site and immediate environs scale and the site scale.

4. ANALYSIS AND INTERPRETATION

The analysis focuses on spatial and settlement structure, and covers two broad categories. These are from a historic perspective followed by urban design and structural considerations.

4.1. Historic Context - Some Observations

Figures 4, 5, 6 and 7 show the historical development and the spatial evolution of the town. A number of observations require mentioning:

- The study area is located in the heart of the historic core of the town.
- The edges of the settlement superblocks are gradually firmed up over time.
- The superblocks are predominantly of orthogonal geometric shapes.
- The resultant grid offers urban permeability and choices of route.
- The main spaces are cadastrally of orthogonal shape and edged by buildings (Mark Plein, Die Braak and Meul Plein, except for their western sides, which are ‘looser’ in definition.
- Noteworthy is the diagonal line through the middle of Die Braak in the evolution of the settlement, in the form of a linear space as a desire line.
- The ‘Braak’ space is strongly edged with a double row of trees, at least in intent to ‘box the space’ in a well-defined rectangular shape, 1817.
- The growth of the town through infilling did not divert from the patterns described above.
- There is a clear spatial structure to the settlement.

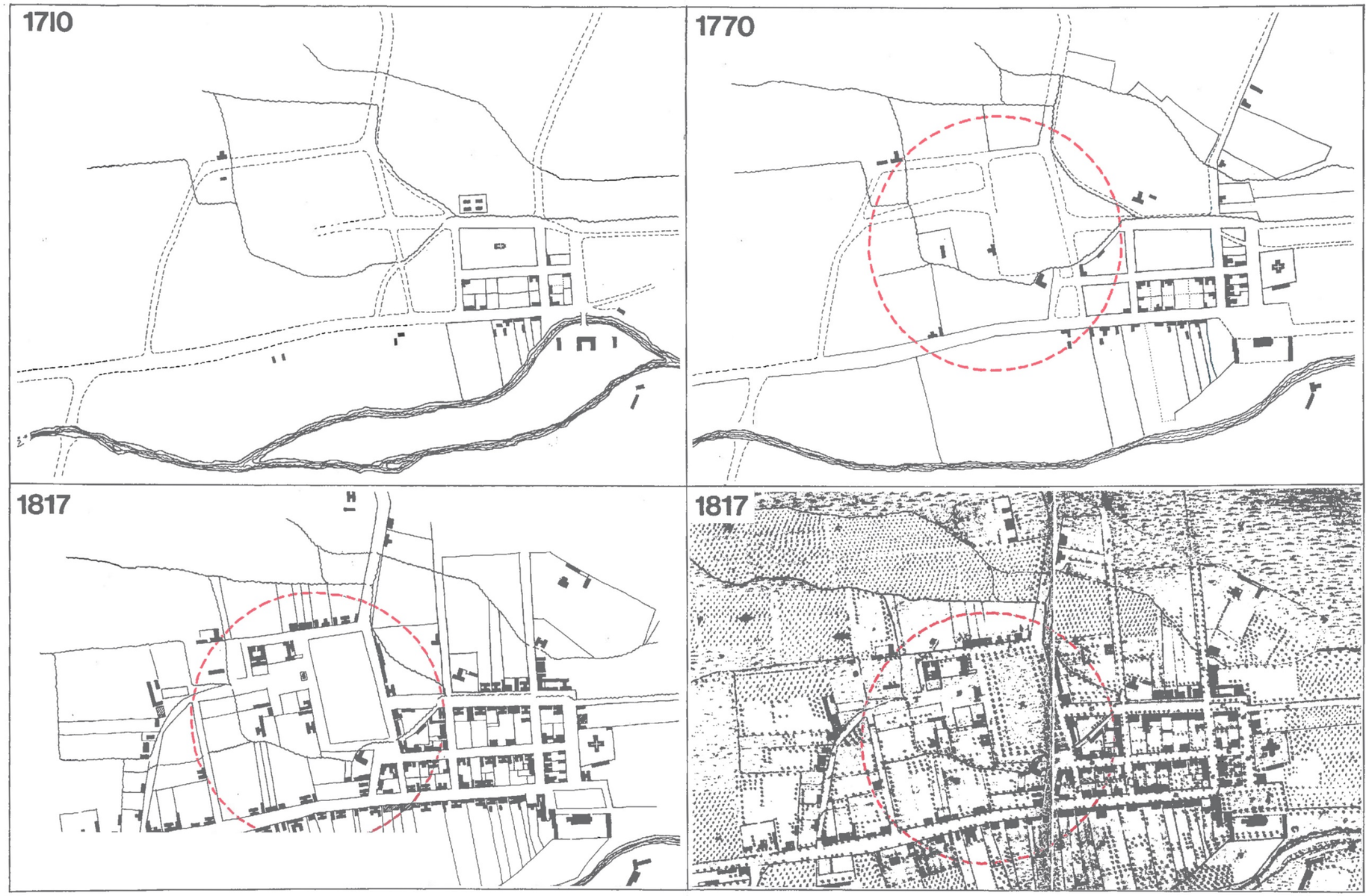


Figure 4: Historical Development and Spatial Evolution (1710-1817)

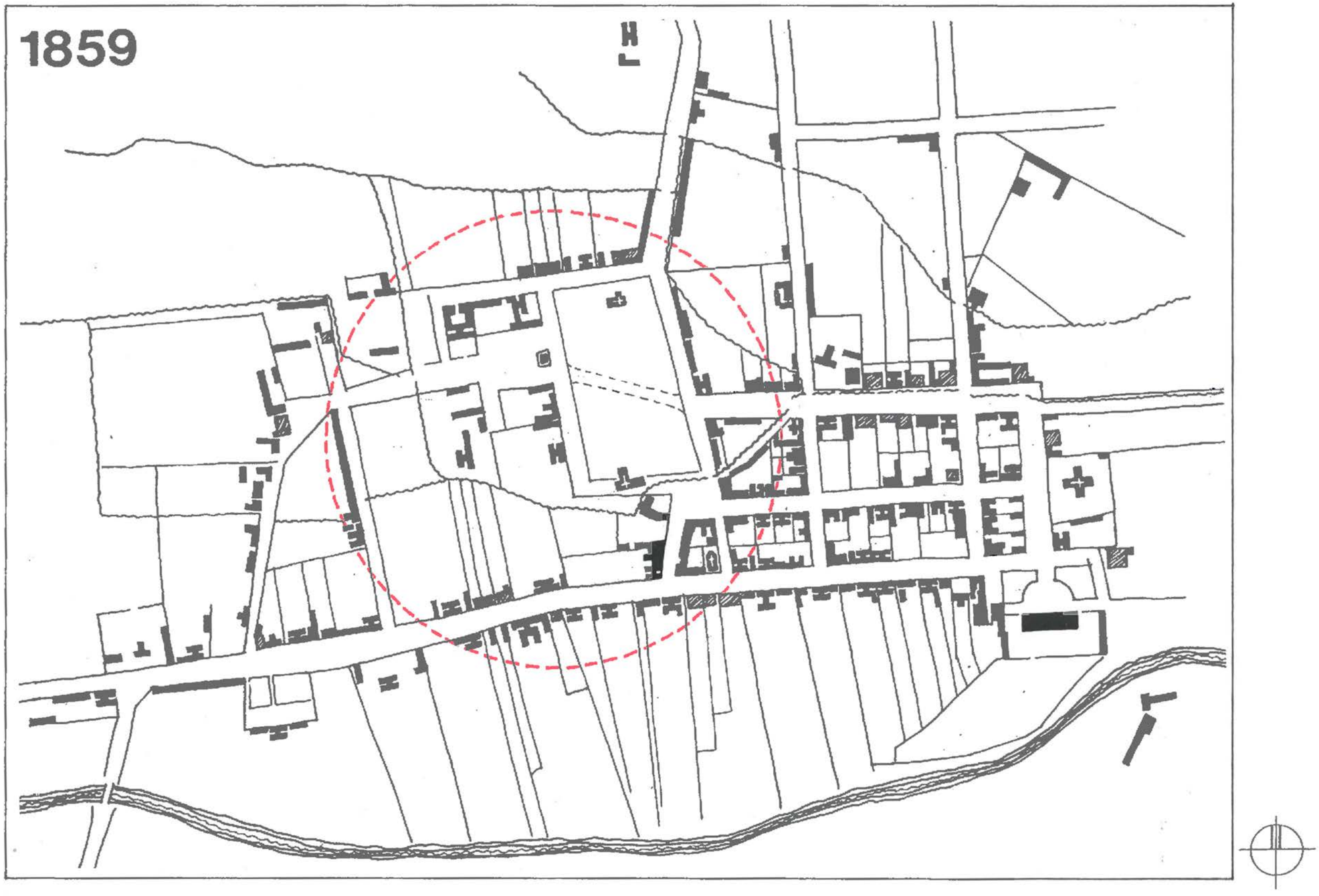


Figure 5: Historical Development and Spatial Evolution (1859)

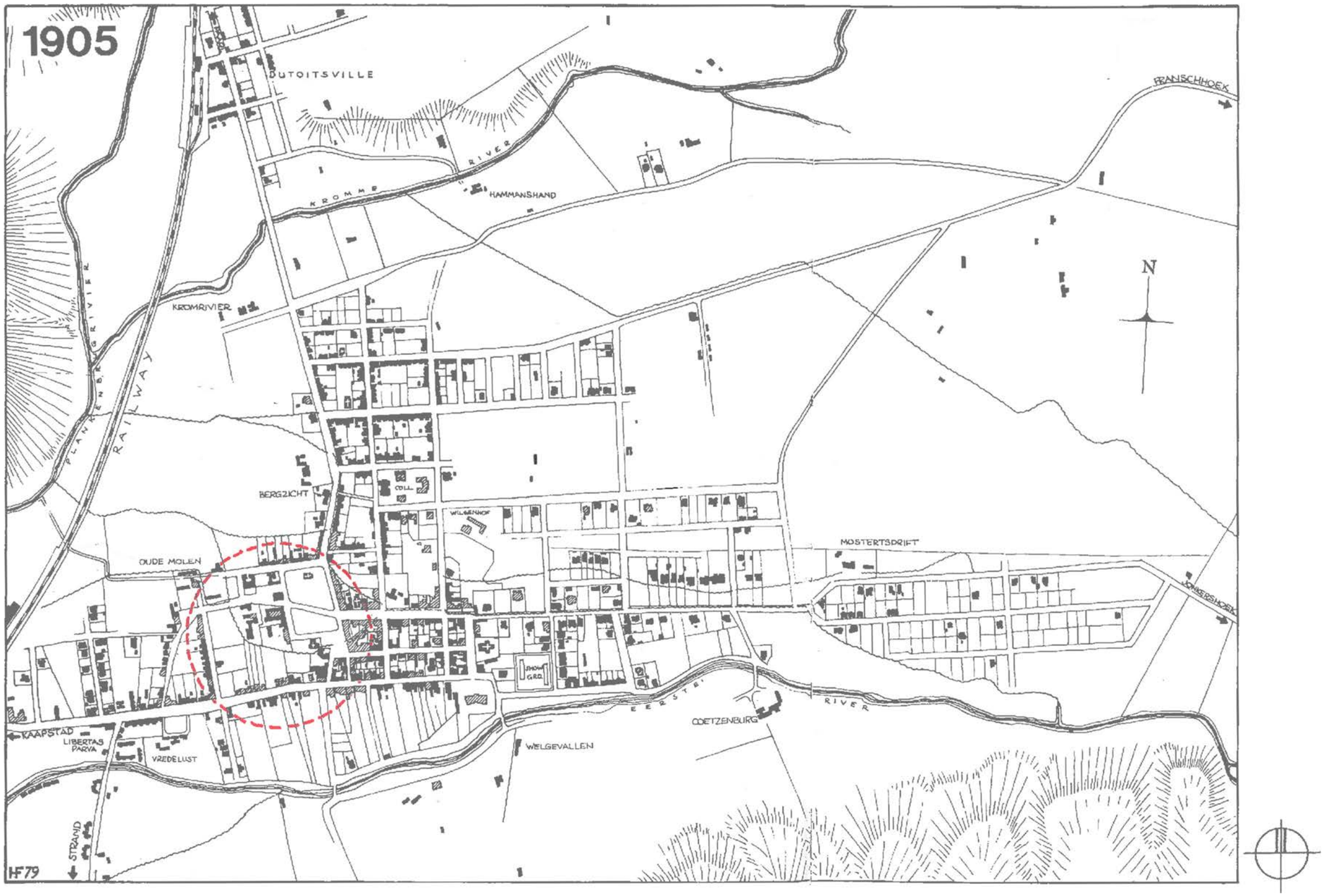


Figure 6: Historical Development and Spatial Evolution (1905)

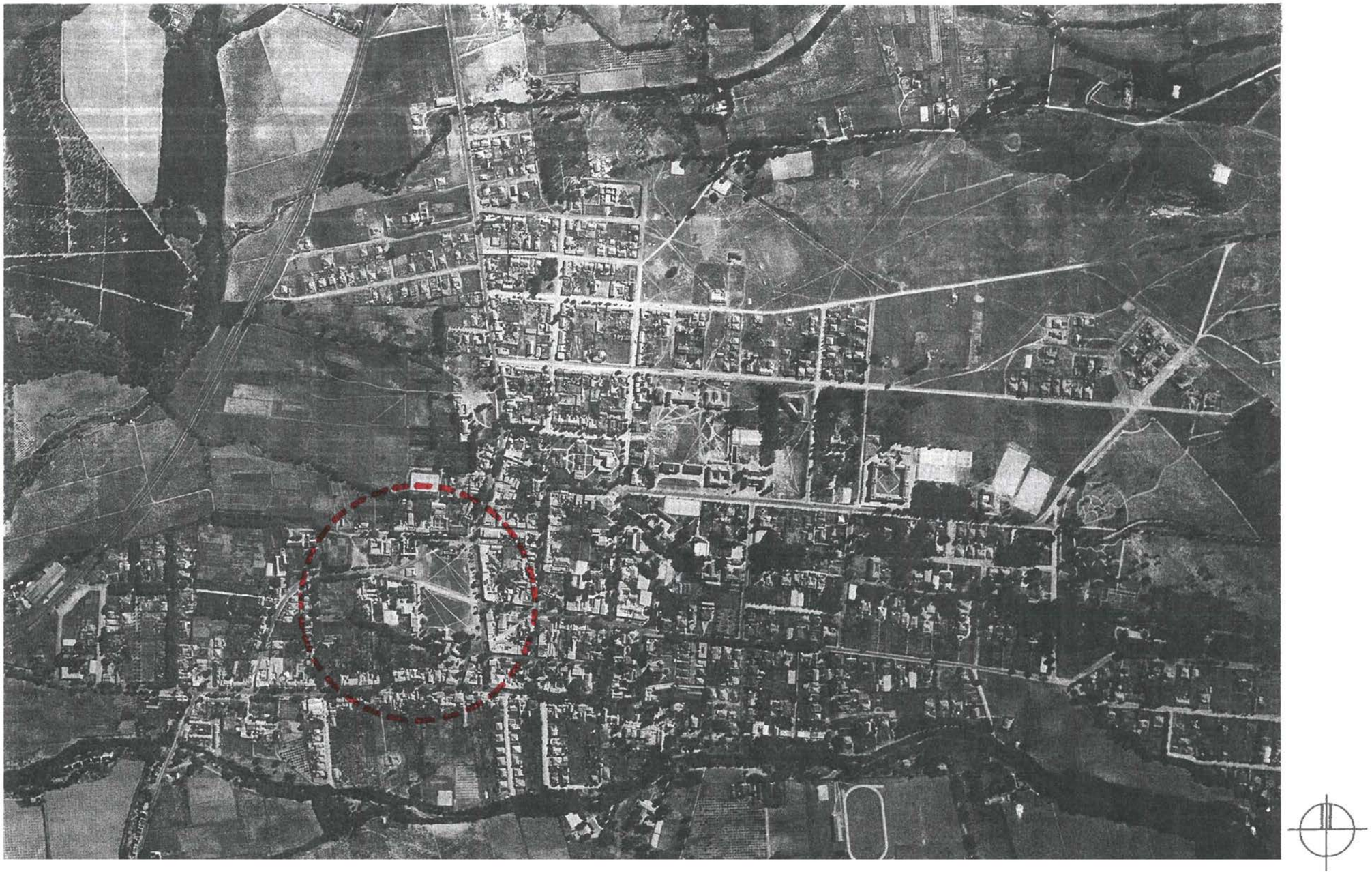


Figure 7: Historical Development and Spatial Evolution (1937)

4.2. Urban Design and Structural Considerations

At the precinct and environs scale, a number of analytic observations and interpretations point to constraints and informants which impact on the study area. The precinct and its environs are interrogated from an urban structural and design perspective and contain the following layers of consideration:

- The superblock system and their sizes, and the notion of urban permeability;
- The dominant activity energy zones in the precinct;
- The definition and nature of the edges of 'Die Braak' space;
- Edge conditions of the superblocks in the precinct;
- Building placements and the resulting public/private gradients.

Each layer is described and illustrated separately.

4.2.1 The Superblock System and their Sizes, and Urban Permeability (Figure 8) -

- The system and pattern of superblocks indicate their respective sizes, varying in shape and area. The superblock of the study area is distinctly larger than the surrounding ones, and constitutes a blockage, in urban permeability terms.
- The 'fish-bone' effect of Dorp Street, which offers fine-grain accessibility, is severely compromised by the length of the block, some three hundred meters.
- A finer pattern of access through the block should increase permeability, at least in pedestrian and bicycle terms.



Figure 8: The Precinct and Environs Scale: Urban Design and Structural Considerations - The Superblock System, their Sizes and Urban Permeability

4.2.2 Dominant Activity Energy Zones (Figure 9) -

- Two dominant energy zones impact on the site,
  - the activity along Dorp Street towards the 'midde-dorp' south of the superblock.
  - the pedestrian flows to and from the railway station precinct to the 'midde-dorp' north of the superblock.
- There is limited pedestrian flows and urban activity energy along Herte Street on the west.

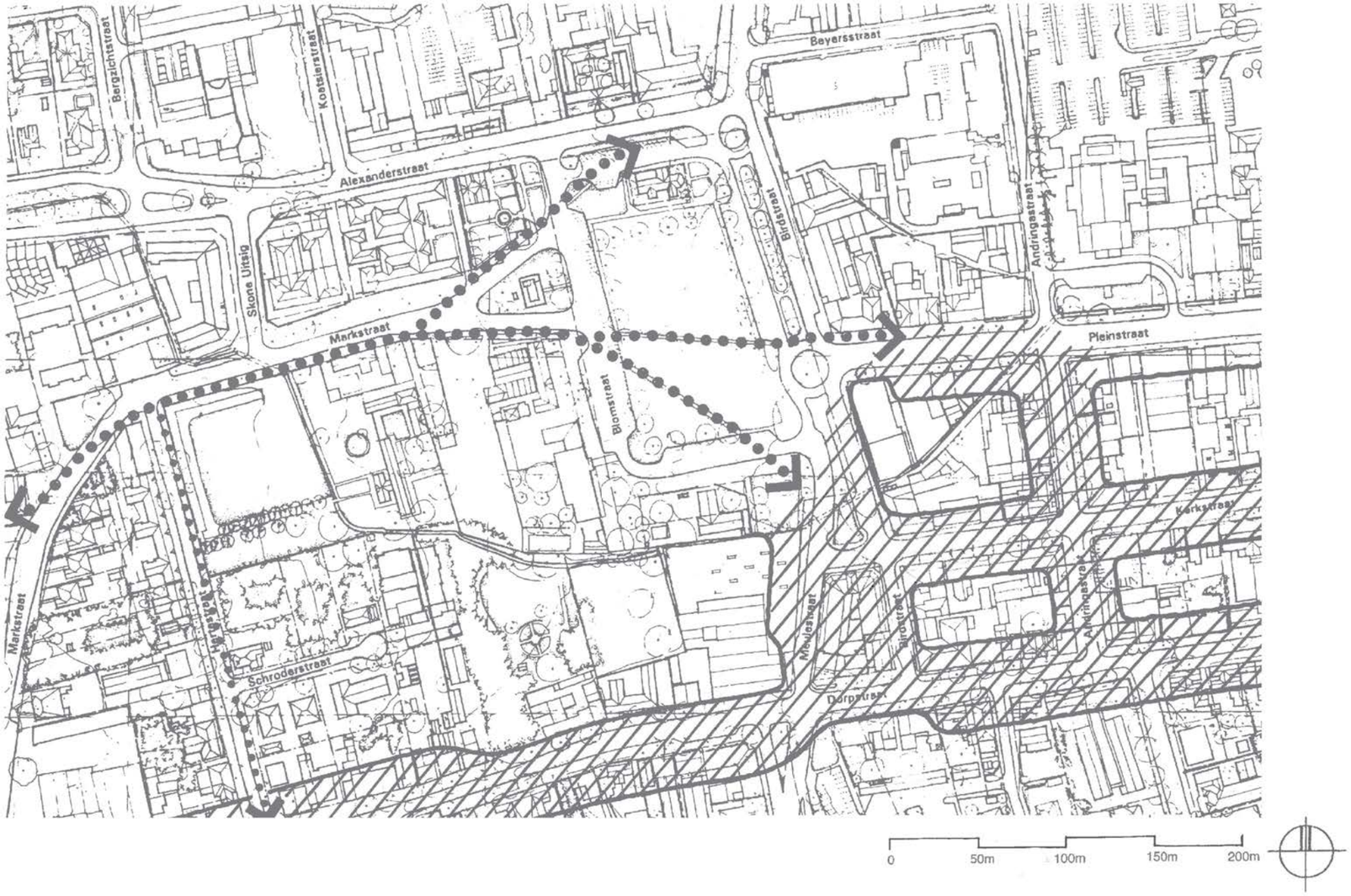


Figure 9: The Precinct and Environs Scale: Urban Design and Structural Considerations - Dominant Activity Energy Zones

4.2.3 The Definition and Nature of the Edges of 'Die Braak' space (Figure 10) -

- The edges of 'Die Braak' space is strongly and firmly defined on the north, east and part-south.
- In cross-section terms, the edge is layered with many interacting urban and townscape elements contributing to the edge definition. It is not just a single vertical line.
- The western and southern edges are 'looser' and semi-fragmented in definition with buildings appearing as free-standing objects with cadastral boundary treatments holding these edges together, in some fragile form.



Figure 10: The Precinct and Environs Scale: Urban Design and Structural Considerations - Definition and Nature of the Edges of 'Die Braak' Spac

4.2.4 Edge Conditions of the Superblocks (Figure 11) -

- Different edge conditions contribute to the street and public space interfaces:
  - Dead edge
  - Planted dead edge
  - Transparent edge
  - Planted transparent edge
  - Vehicle access
  - Pedestrian access
  - Overlooking feature
- The different edges of the superblock site basically create a dead edge around its periphery.



Figure 11: The Precinct and Environs Scale: Urban Design and Structural Considerations - Edge Conditions of the Superblocks

4.2.5 Building Placements and Public/Private Gradients (Figure 12) -

- There is confusion about the clarity of the privacy gradient as it is difficult to comprehend and orientate which parts of the buildings are fronts and which are rears. The ad-hoc installations of security fencing between the buildings is proof of this.

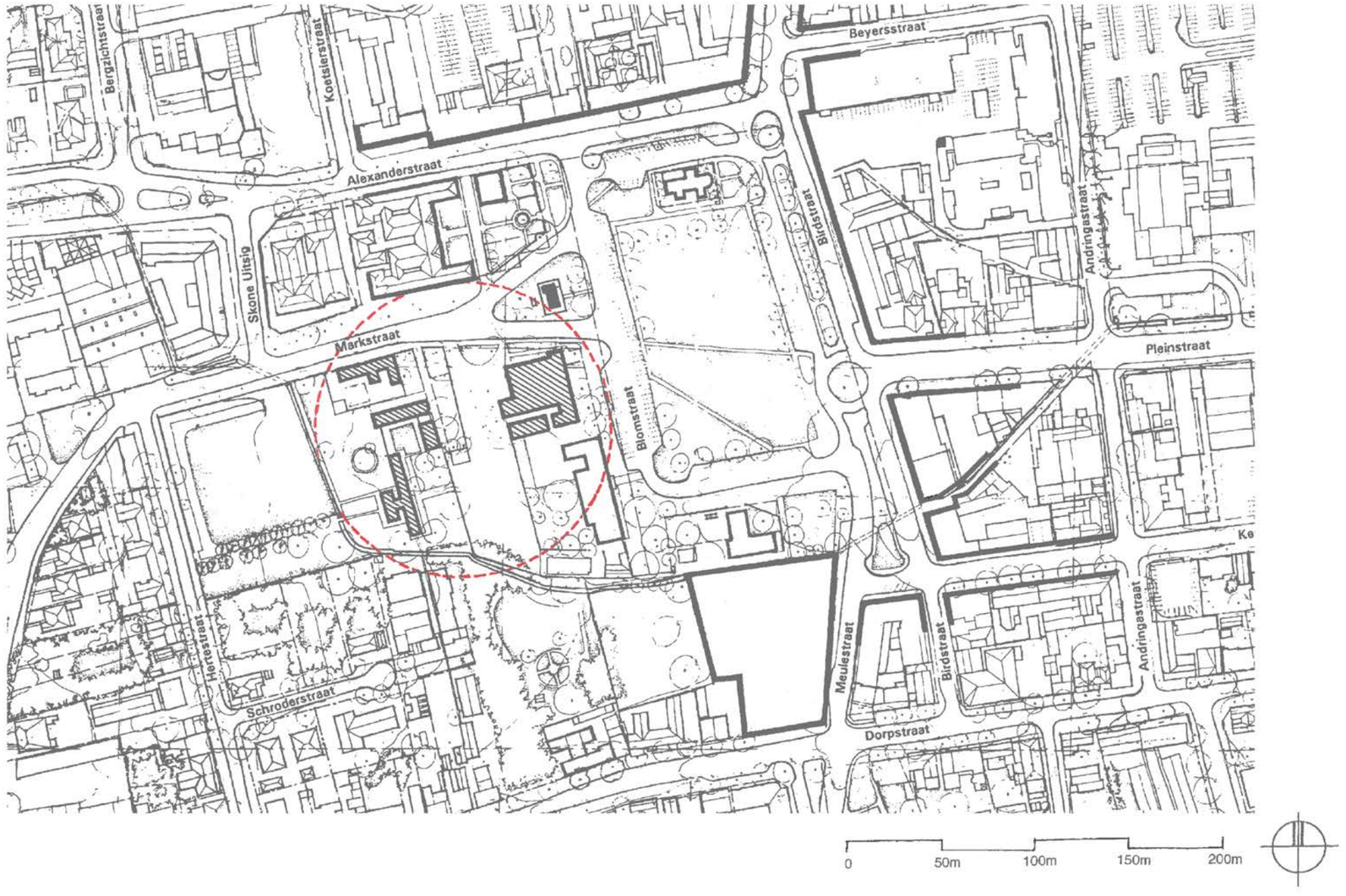


Figure 12: The Precinct and Environs Scale: Urban Design and Structural Considerations - Site-related Building Footprints and Public/Private Gradients

4.3. Landscape Character Assessment and Landscape Activation Opportunities (Figure 13)

The Rhenish Precinct is a future-focussed initiative that looks to demonstrate a resilient vision for our urban centres. It is a place of health and abundance where communities can come together to share in their collective heritage and enjoy the range of amenities provided within this fascinating cultural landscape.

Income generated by the precinct is invested into the further development of the site and in the training of interns in horticulture, sales and marketing, event coordination, hospitality, urban landscaping, and maintenance. The design has transformed a semi-derelict site into a verdant working landscape, creating spaces that are both beautiful and functional and connects visitors to the production of their food, while creating a memorable immersive experience for communities in nature.

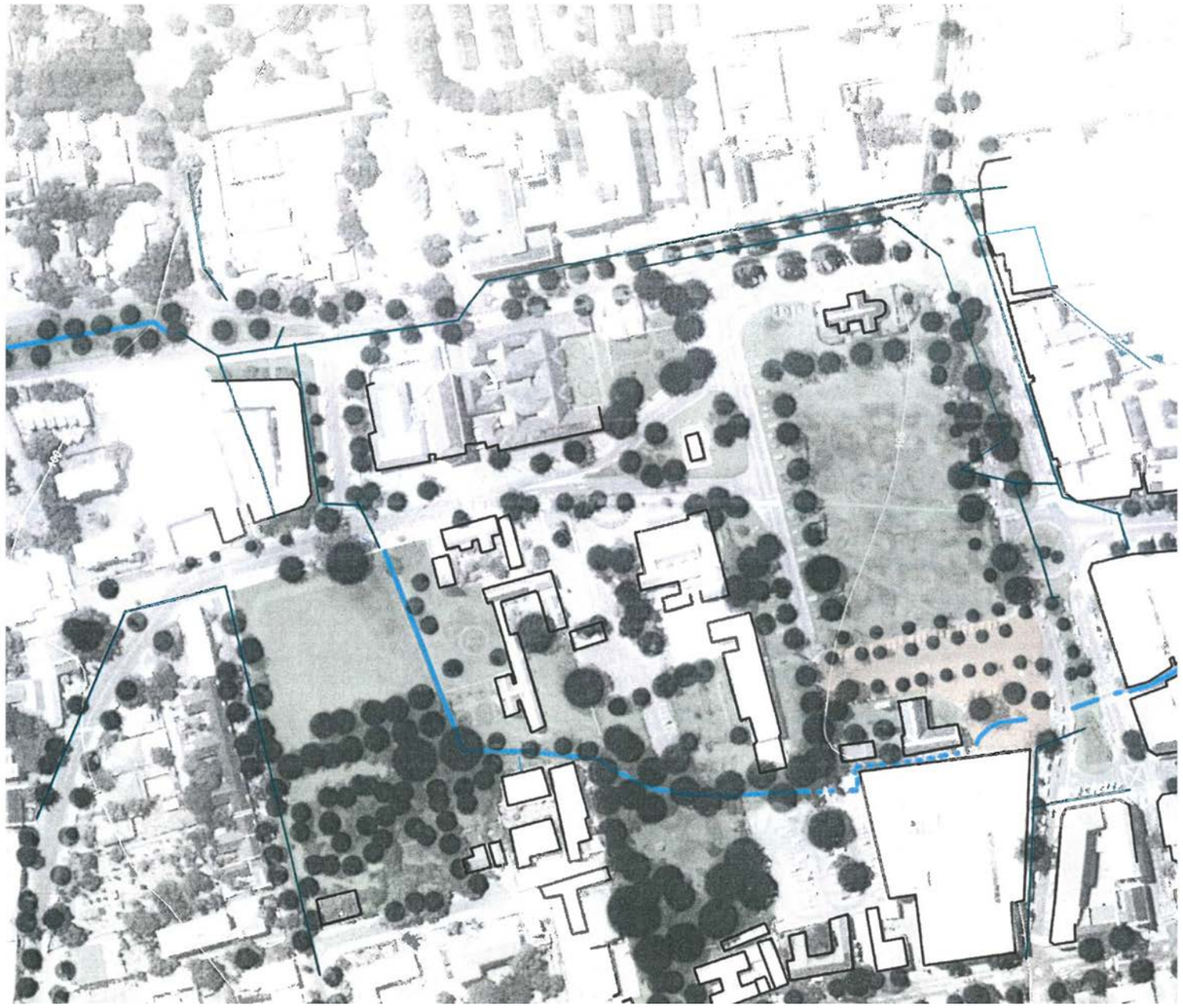


Figure 13: The Precinct and Environs Scale: Broad Landscape Considerations - Character Zones, Assets and Problems

The Rhenish precinct provides an opportunity to bring agricultural and urban life together as the confluence of farming and cultural landscapes. Central Stellenbosch is bounded by two rivers and forms the urban heart of the Cape Winelands. A strong landscape masterplan, consolidated visual identity of street furniture and landscape elements and integrated site management will all be essential to enable the success of the precinct.

4.3.1 Stellenbosch Urban Farm

The Stellenbosch Urban Farm laid out “in front” of the historic Voorgelegen homestead is the productive heart of the town. It provides an abundance of fresh produce that is supplemented by local farms for the daily Groentemark in the open air Voorgelegen courtyard.

The farm supplies a mix of everyday fruit and vegetable crops along with heirloom varieties, specialist herbs, cut flowers, fynbos honey from the apiary and medicinal, aromatic, and ornamental plants from the Binnetuin. The food crops are irrigated with water furrows supplied by the historic Mill Stream which connects people along a meandering path back to the Braak.

The building adjacent to Voorgelegen houses a new restaurant and bar that showcases the garden’s daily harvest of diverse fresh produce. In the mornings, it serves the sunny courtyard terrace at the back of Voorgelegen, offering breakfasts, coffees and baked goods for people working in the area and marketgoers. In the afternoon and evenings, the restaurant opens out onto the back terrace, overlooking the working farm for lunch, sundowners, and dinners.

The layout of the farm ensures maximum production but is also designed as a beautiful food garden that attracts visitors. Marquee spaces allow the restaurant to cater for larger events such as weddings, birthdays, harvest festivals or graduation parties while the farm and Binnetuin offer sought-after settings for event photography.


Babylonstoren
Paarl, Western Cape


Coogee Common
Perth, Western Australia


The Grounds of Alexandria
Sydney, New South Wales


Oranjezicht City Farm
Oranjezicht, Cape Town

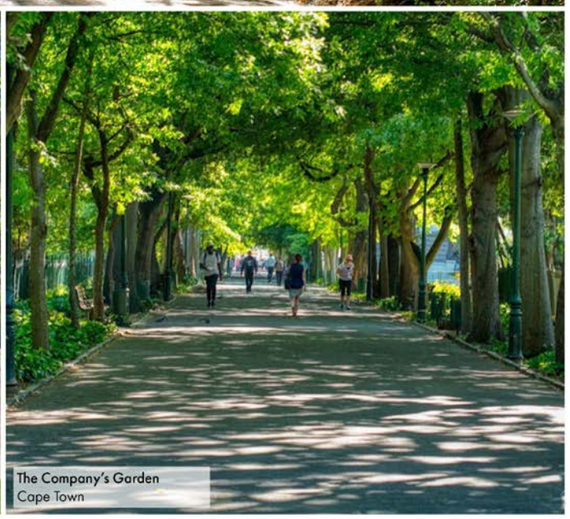
4.3.2 Die Binnetuin

The historic Binnetuin has been substantially transformed since it was designed as a Victorian Garden by Otto Hager in 1859. While some of the trees and plantings are part of the original design, the garden has fallen into disrepair and has lost much of its charm. With a renewed vision for the rejuvenation of the Rhenish Precinct, an opportunity exists to develop this garden into a valuable amenity space for future generations. Part of this strategy has to involve a sustainable approach to garden planning and maintenance.

The mature trees, ornamental plantings and the historic Mill Stream contribute a sense of tranquillity to this walled garden. They provide clues for the future direction of the landscape. The Binnetuin is envisaged as a contemplative peace garden where locals and visitors can escape their busy urban environment and enter a tranquil retreat in nature. A new reflection pond serves as a biofiltration basin that filters stormwater from the surrounding precinct and feeds that into the Mill Stream for irrigation of the Urban Farm and gardens. Tables and chairs and lawns are provided for people wanting to relax, meet up for lunch or picnic after shopping at the market.


Arderne Gardens
Claremont, Cape Town


Trafalgar Park (historically)
Woodstock, Cape Town


The Company's Garden
Cape Town

Various ornamental, aromatic and medicinal plants are selected and grown to be harvested for sales or as stock plants to be grown at the Urban Farm nursery. Together with the farm, the Binnetuin is an ideal training ground for interns wanting to develop horticultural and landscape skills that are so desperately in demand in our cities. The garden is the perfect spot for birthdays and as a venue for garden ceremonies and wedding photos. While the garden is not predominantly a play park, nature play structures encourage kids to have fun while exploring the garden.

Notable plants:

- *Cinnamomum camphora*
- *Angophora costata* = Australian Apple Myrtle
- *Syzigium jambos* = Rose scented fruit in confectionery / crystallized fruit.
- *Camellia japonica*
- *Cupressus sempervirens*
- *Magnolia grandiflora*
- *Quercus robor and hydrangeas*
- Sections for vegetables, roses, bulbs, shrubs, fruit trees.
- Rambling roses formed hedges that lined the paths.

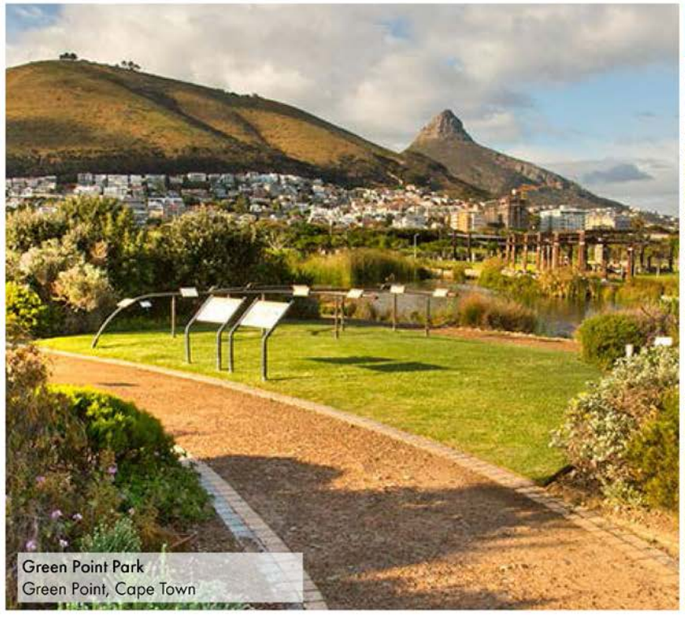
4.3.3 Die Braak

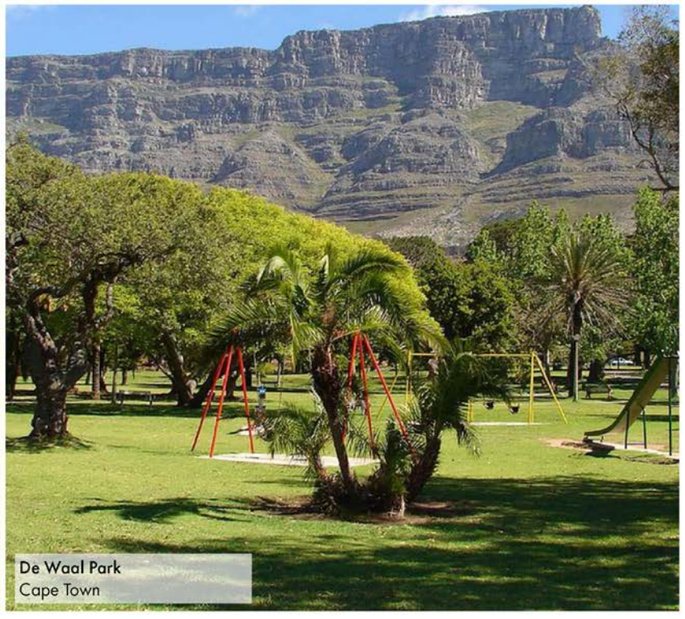
Die Braak is an open program 'village green' that can host a large variety of events from festivals to the start and finish of sporting events, larger markets, informal sports, and community exercise grounds. Every effort should be made to retain the multifunctional nature of the grounds.

The edges, however, can accommodate a range of complementary amenity functions. A well designed and appropriated scaled and contextually relevant, all ages and abilities playground could be included to the south. A destination playground when coupled with retail and park amenities can generate substantial activity in the area.

Over time the roads surrounding Die Braak should be pedestrian prioritised and form part of the park. Edges should be consolidated and shaded. The incorporation of and interactive swale edge on the western edge provides a range of seating opportunities in the shade while the swale directs water to the tree's roots. Outdoor exercise equipment can also be included along the shaded edges of the park along with picnic table and potentially some food kiosks. Large events such as outdoor cinema and concerts should also be considered and include multifunctional infrastructure such as a stage, lighting, and sound connections.


Kirstenbosch Botanical Garden
Newlands, Cape Town


Green Point Park
Green Point, Cape Town


De Waal Park
Cape Town

4.4. Identifying Main Constraints and Informants (Figure 14)

4.4.1 Urban design-related Informants:

In the analysis and interpretation, the following main constraints and informants impacting on the study area have been identified. These are graphically illustrated in Figure 14 and need to be addressed and considered in the outcome of a layout.

a. The clearly defined northern and eastern edges of 'Die Braak' versus the fragmented edge condition along the western and southern edges thereof.
b. The relationship of the site to firstly, the activity energy zone along Dorp Street and secondly, to the pedestrian flows along the northern edge of the site.
c. The boxed-in nature of the site.
d. The blockage effect of the overall superblock due to its size and length of boundaries along the streets.
e. The open space through the superblock generally not recognized as a graded heritage resource.
f. The poor water quality of the lei-water sloot system.
g. The dead-edge nature of most of the Shoprite/Checkers-complex.
h. The significance of the Meul Plein sub-precinct to provide continuity between the Rhenish/Braak precinct and the Church Street precinct.

4.4.2 Technical Informants

Some additional factors with technical requirements which influence the design of the layout must be incorporated. These are:

- Emergency vehicle requirements
- Service vehicle requirements
- Local access requirements
- Delivery vehicle requirements
- Universal access requirements
- Generally acceptable and comfortable pedestrian space requirements

4.4.3 Townscape and Landscape Informants

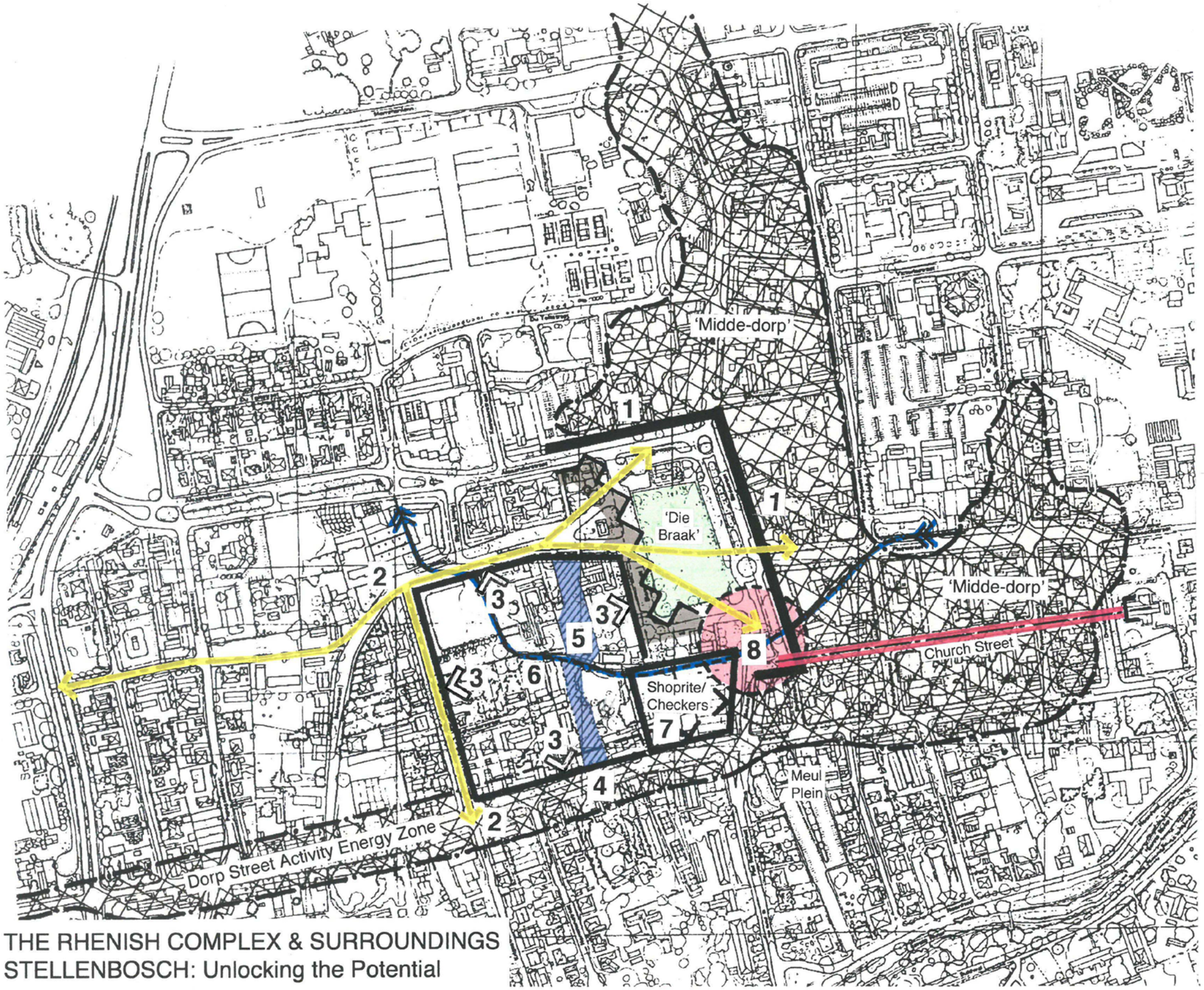
Further townscape and landscape elements which need to be incorporated into the composition of the layout:

- Surface treatment
- Storm water layout and management
- Trees and soft landscaping
- Artwork
- Street furniture
- Signage (directional, information, event specific)
- Lighting and power supply

4.4.4 Spatial Informants

Spatially, the following design principles should guide and enrich the spatial outcome and therefore take the layout beyond a purely functional resolution only:

- The idea of Pedestrian Priority and Amenity Space.
- The idea of Minimizing Vertical Surface Separation to enable convenient universal access.



1. The clearly defined northern and eastern edges of 'Die Braak' versus the fragmented edge condition along the western and southern edges thereof.
2. The relationship of the site to firstly, the activity energy zone along Dorp Street and secondly, to the pedestrian flows along the northern edge of the site.
3. The boxed-in nature of the site.
4. The blockage effect of the overall superblock due to its size and length of boundaries along the streets.
5. The open space through the superblock generally not recognized as a graded heritage resource.
6. The poor water quality of the lei-water sloot system.
7. The dead-edge nature of most of the Shoprite/ Checkers-complex.
8. The significance of the Meul Plein sub-precinct to provide continuity between the Rhenish/Braak precinct and the Church Street precinct.

Figure 14: The Precinct and Environs Scale: Urban Design and Structural Considerations - Main Constraints and Informants

4.5. Photographic Survey

Selected views of different portions of the precinct are illustrated in the photographic survey. An orientation sheet provides reference and orientation to the naming of the parts of the descriptions. The sheet and its intention is borrowed from 'Heritage Study, Binnetuin Park, Stellenbosch; Pistorius and Harris, 2005', and has been edited to read as follows:

> Generally well-known names are associated with the pedestrian network through and around the inner gardens of the area south west of the Braak: Voorgelegen, the Rhenish Parsonage and so on.
>
> The map shows the significant parts in the study area, which have been called "Binnetuin Park". A few other places have been named, such as the carpark behind Checkers "The Old Mill garden" and the lateral building at the north end of the Rhenish Parsonage is called "Long House".

These names appear on the orientation sheet and on Figure 28, Refined Layout and Estimated Street-related Parking Capacity in the Precinct.



Photographic Survey Reference Plan

Photographic Survey Imagery



Figure 15: View along Market Street looking west from pavement between Powder Magazine Kruithuis and Rhenish School.



Figure 16: View from Market Street looking south-west into area behind the Rhenish School.



Figure 17: View looking south into area behind the Rhenish School.



Figure 18: View of Leipoldt Court looking south.

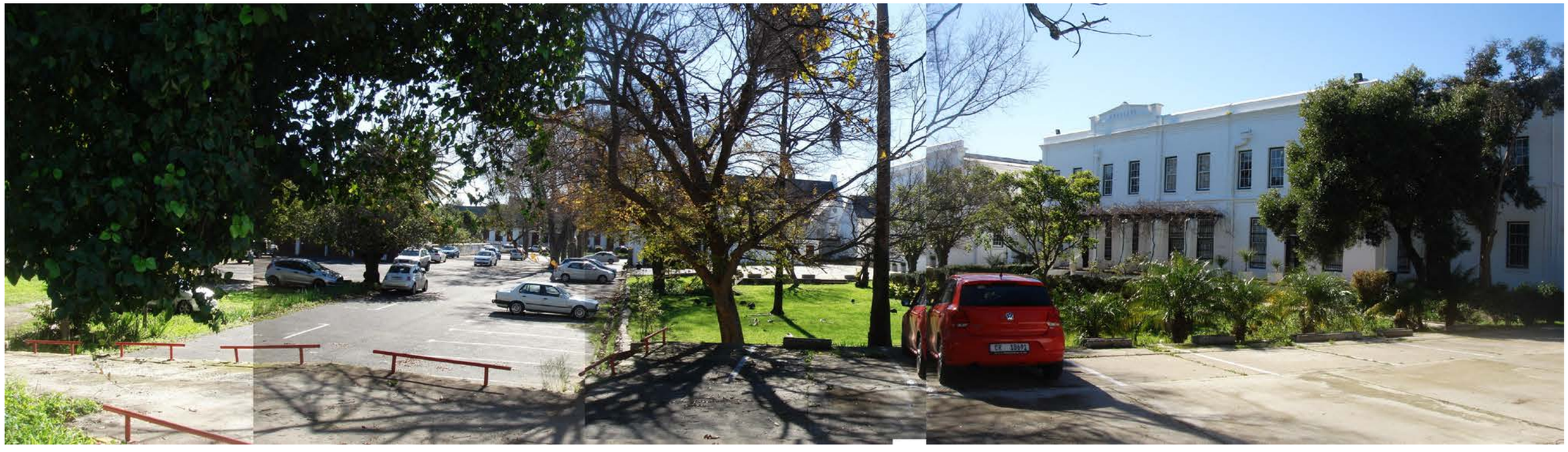


Figure 19: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north.



Figure 20: View of lower terrace carpark of Rhenish Institute looking south-west.



Figure 21: View of parking garages separating current parking area spaces behind Rhenish School and Institute buildings.

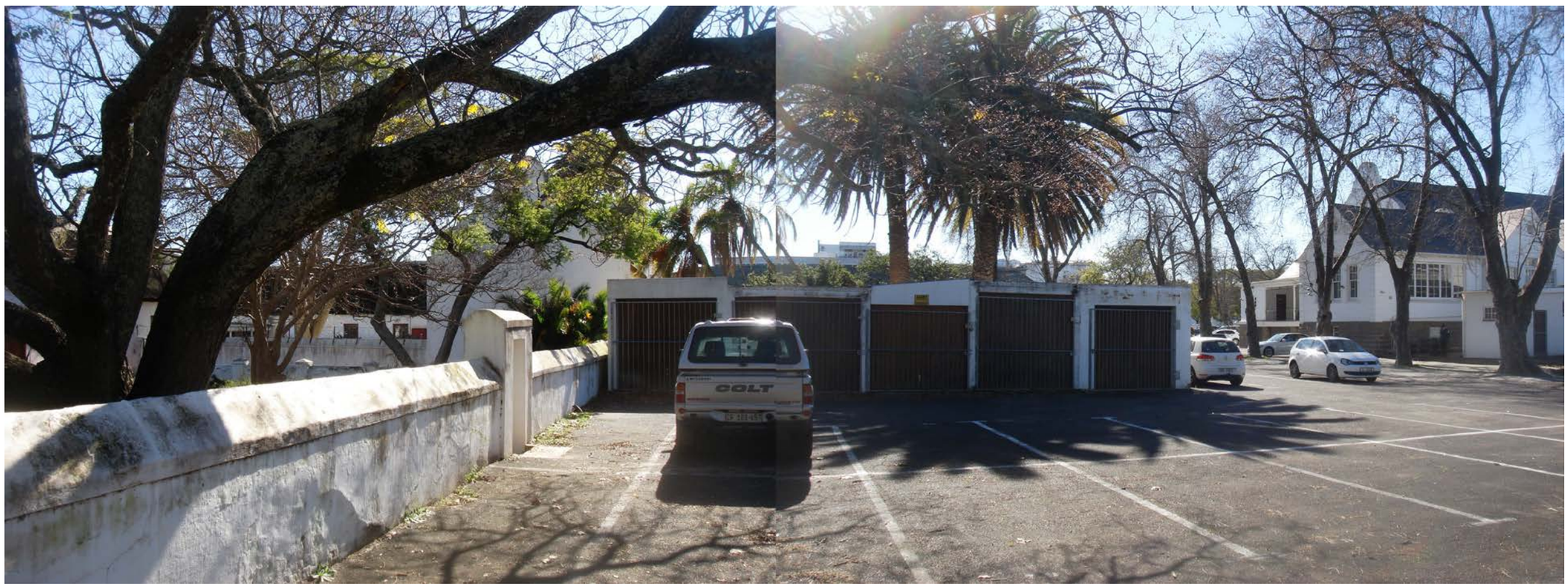


Figure 22: View of garages causing spatial blockage.



Figure 23: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north-west from the previous Institute swimming bath area.

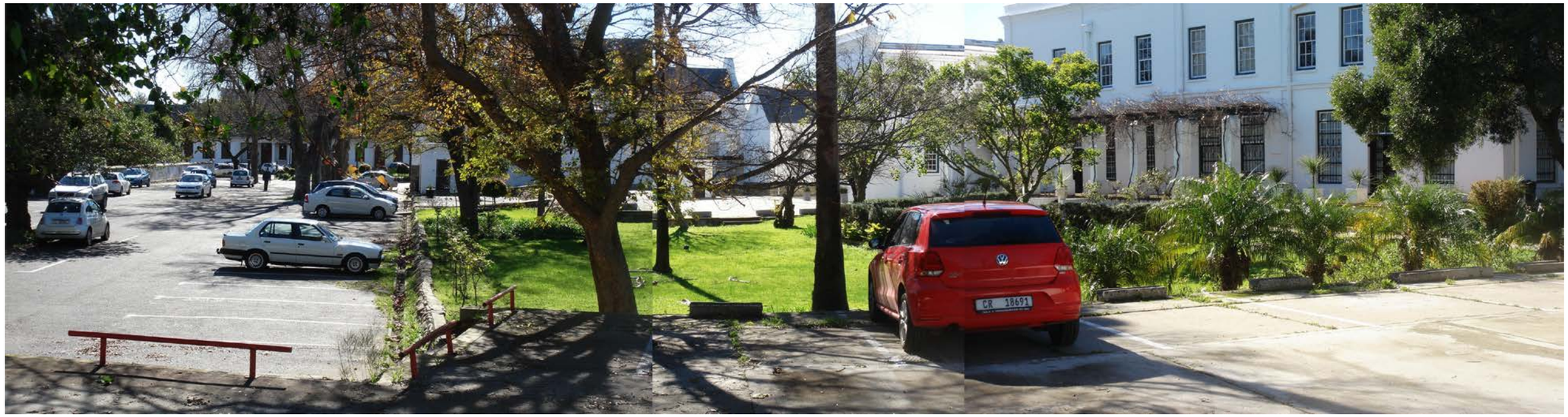


Figure 24: View of Rhenish Institute upper terrace garden and lower terrace carpark looking north from the previous Institute swimming bath area.



Figure 25: View of wall separating Rhenish lower terrace carpark and area behind the Rhenish Parsonage looking south.



Figure 26: View of Rhenish Institute upper terrace garden and lower terrace carpark looking south.



Figure 27: View from western edge of 'Die Braak' through the space between the Rhenish School and Rhenish Institute buildings looking west.



Figure 28: View from Dorp Street looking north towards the Voorgelegen side garden.



Figure 29: View from Meule Street looking across Meul Plein towards 'Die Braak' in a north-west direction.



Figure 30: View from Bird Street looking across 'Die Braak' in a westerly direction.

5. MAIN IDEAS

A number of ideas drive the spatial outcome of the proposals. These are captured in figures 31 and 32 followed by three perspectives and a photograph to convey the desired characters of the design ideas. The layers making up the overall concept are unpacked and illustrated separately with descriptions (figure 33 to 43).

5.1. Improving Urban Permeability (Figure 31)

To achieve improved integration and pedestrian convenience, the following ideas are proposed:

- Create mid-block connections between activity generators along desire lines to accommodate pedestrian, bicycle and emergency vehicles.
- The linkages should be direct with a high degree of visual transparency and pedestrian scaled lighting. A straight paved avenue (binne-tuin laan) is proposed.
- The entrances to these linkages to be managed for closure during specific times for security and surveillance reasons.
- Resolve the spatially confused condition of the Meul Plein precinct with pedestrian priority and sympathetic townscape qualities.

5.2. An Integrating Urban Design and Spatial Concept (Figure 32)

The design concept includes the following elements.

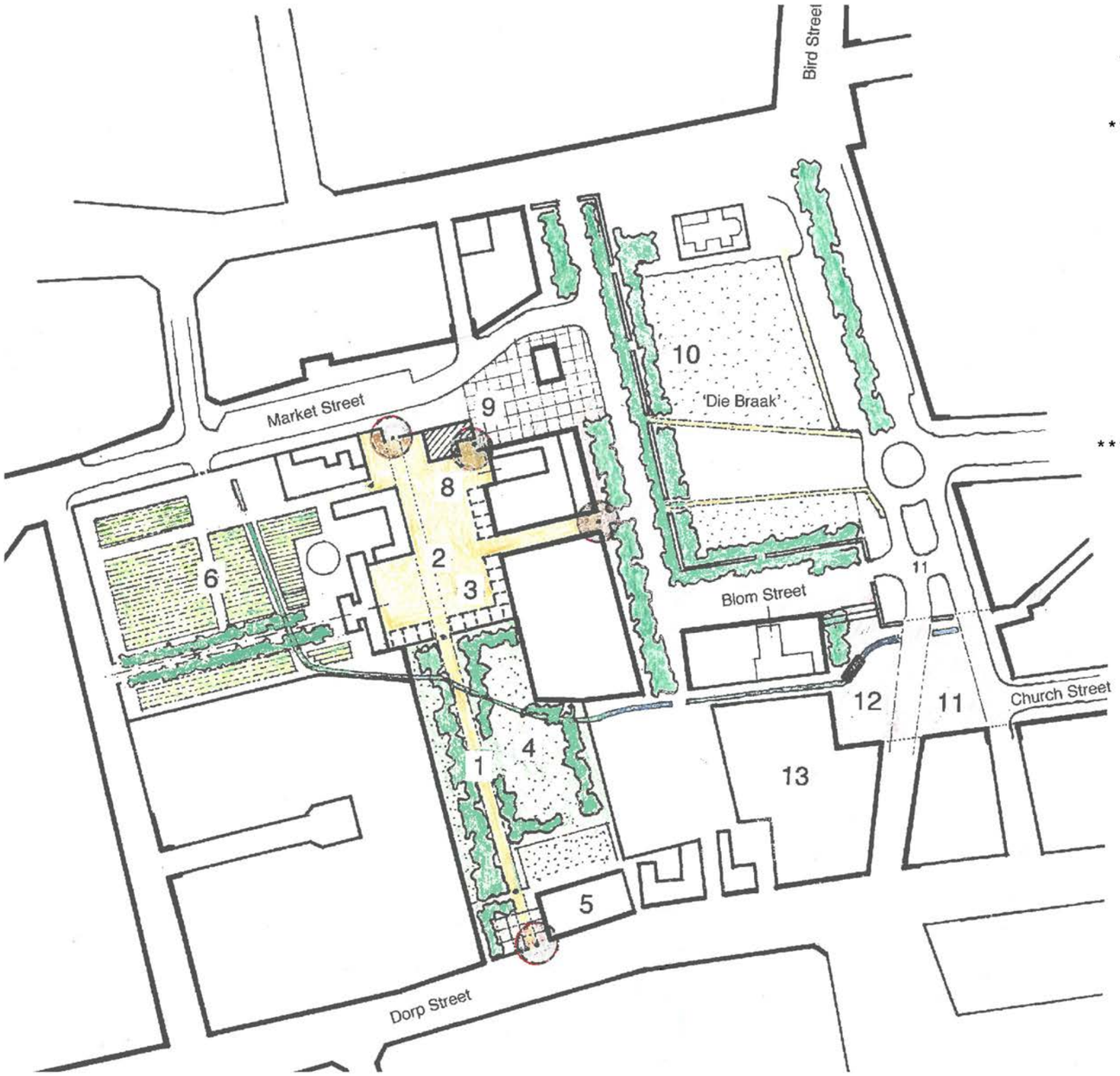
1. The creation of a mid-block connection in the form of a straight paved avenue between Dorp Street and Market Street with lockable control gates at the ends.
2. The creation of an urban resource hub space at the northern end of the avenue integrating the surrounding buildings into a central heart for the precinct. The access points to the buildings should all face onto the space.
3. The southern and eastern edges of the space should be edged with a roofed and rear-walled pergola structure suitably laid out for flexible market-related activities.
4. The ‘binne-tuin’ should be the subject of landscape treatment, including water management. The eastern edge of the garden should not be accessed from the Shoprite parking area.
5. The junction of the binne-tuin to Dorp Street should take the form of a commercial venture (restaurant, beerhouse) in the existing building with spilling out space onto a beer garden and tea garden, all accessed from the existing building. The building to the immediate east along Dorp Street should perform a supporting public-orientated function, although quieter.
6. The parsonage garden should be transformed into an agriculturally based vegetable and herb space with the produce sold from the market structure in the hub space on periodic days.
7. The uses within the existing buildings around the hub space should be community focused, with an emphasis on learning, access to resource management, arts, crafts and cultural activities.
8. To the north-eastern edge of the hub space, the entrance to the hall of the school should be transformed into a dignified forecourt space.
9. On this north-eastern corner, a new tourist information facility should be created on the edge of the market square precinct. The market square space should be re-instated to an orthogonal space and the through-traffic should be simplified to generate a more people friendly space around the ‘Kruithuis’.
10. The western and southern edge of ‘Die Braak’ space should be edged with a werf-type wall with openings which respond to the pedestrian desire-lines and paths. New tree-planting and associated stormwater swales compliment the making of this edge (see cross-sections).
11. The Meul Plein is reconfigured with the closure of the Church Street connection. A new westerly one-way connection for traffic circulation is created at the junction of Blom Street and Meul Street to give access to the parking on the western and southern edges of ‘Die Braak’.
12. Meul Plein is paved in one material and the water wheel is re-located in its original position.
13. The Shoprite-corner should be the subject of an action project in order to explore its improved potential.

The layout yields the following approximate areas in square meters:

- Agricultural precinct excluding building structures 9,600 sq m
- Main courtyard space (including market structure) 3,000 sq m
- Parsonage courtyard space (including market structure) 900 sq m
- Information centre and public toilets 248 sq m
- The Covered market structures 558 sq m



Figure 31: The Precinct and Environs Scale: Main Ideas - Improving Urban Permeability



The Main Ideas -

* 1. The creation of a mid-block connection in the form of a straight paved avenue between Dorp Street and Market Street with lockable control gates at the ends.

** 2. The creation of an urban resource hub space at the northern end of the avenue integrating the surrounding buildings into a central heart for the precinct. The access points to the buildings should all face onto the space.

3. The southern and eastern edges of the space should be edged with a roofed and rear-walled pergola structure suitably laid out for flexible market-related activities.

4. The 'binne-tuin' should be the subject of landscape treatment, including water management. The eastern edge of the garden should not be accessed from the Shoprite parking area.

5. The junction of the binne-tuin to Dorp Street should take the form of a commercial venture (restaurant, beerhouse) in the existing building with spilling out space onto a beer garden and tea garden, all accessed from the existing building. The building to the immediate east along Dorp Street should perform a supporting commercial and public-orientated function, although quieter.

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7. The uses within the existing buildings around the hub space should be community focused, with an emphasis on learning, access to resource management, arts, crafts and cultural activities.

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9. On this north-eastern corner, a new tourist information facility should be created on the edge of the market square precinct. The market square space should be re-instated to an orthogonal space and the through-traffic should be simplified to generate a more people friendly space around the 'Kruithuis'.

10. The western and southern edge of 'Die Braak' space should be edged with a werf-type wall with openings which respond to the pedestrian desire-lines and paths. New tree-planting and associated stormwater swales compliment the making of this edge (see cross-sections).

11. The Meul Plein is reconfigured with the closure of the Church Street connection. A new westerly one-way connection for traffic circulation is created at the junction of Biom Street and Meul Street to give access to the parking on the western and southern edges of 'Die Braak'.

12. Meul Plein is paved in one material and the water wheel is re-located in its original position.

13. The Shoprite-corner should be the subject of an action project in order to explore its improved potential.

* Perspective 1
** Perspective 2
*** Perspective 3

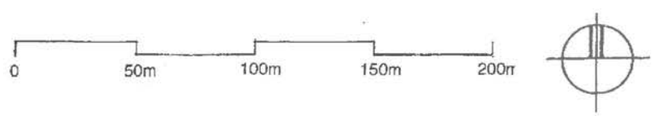


Figure 32: The Precinct and Environs Scale: Main Ideas - Integrating Urban Design and Spatial Concept



Perspective 1: Binnetuin Avenue between Dorp Street and Market Street



Perspective 2: Parsonage Garden transformed into vegetable and herb garden



Perspective 3: Urban resource hub space looking towards pergola structure



Photograph: Alphen Centre Walkway

5.3. Unpacking the Layers of the Concept

A number of urban-design-related layers contribute to the overall spatial concept. These layers are unpacked in Figures 33 to 43 and include:

- Locations of after hour control points
- Locations of early evening control points
- Dominant pedestrian flows
- Use and character zones, and their entry points
- Proposed Position of Toilet Block integrated with Proposed Information Centre
- Potential market activity zones subject to management
- Potential parking zones subject to management
- Dominant pedestrian and vehicular movement network
- Landscape treatment to western and southern edges of 'Die Braak' space
- Proposed storm water-related landscape design concepts

5.3.1 Locations of After Hour Control Points (Figure 33) –

- The control points/gates to the hub-precinct for after hour closure makes the precinct secure.

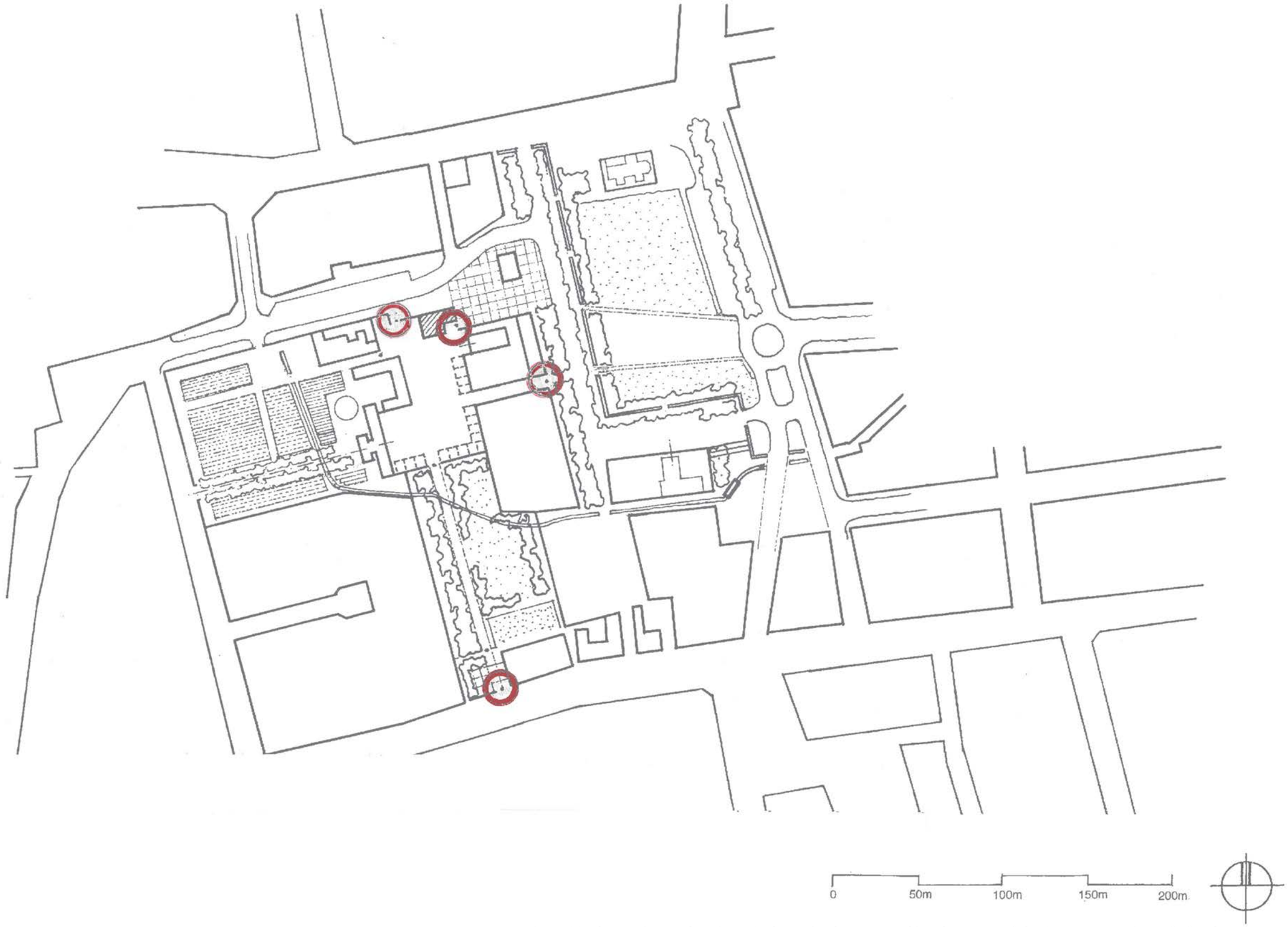


Figure 33: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Locations of After-hour Control Points

5.3.2 Locations of Early Evening Control Points (Figure 34) -

- Secondary and internal control points/gates to the hub-precinct for early evening closure allow for the security and management of parts of the precinct.



Figure 34: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Locations of Early-evening Control Points

5.3.3 Dominant Pedestrian Flows (Figure 35) -

- The dominant pedestrian flows are integrated with those of the larger precinct. In the hub space the entrances to the buildings respond to the pedestrian paths.

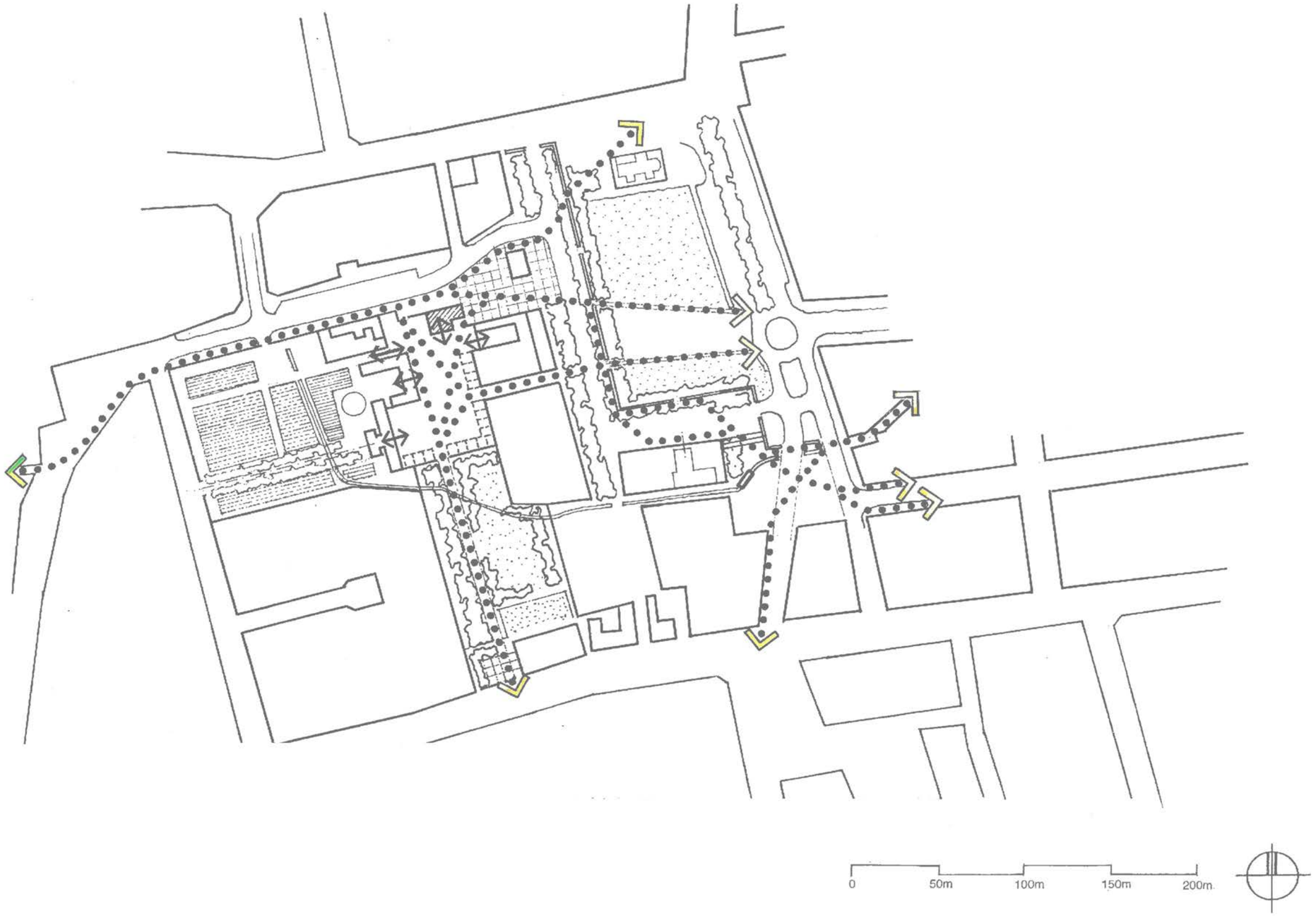


Figure 35: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian Flows and Linkages

5.3.4 Use and Character Zones, and their Entry Points (Figure 36) -

- Complimentary uses are organized around the central hub space, with front doors aligned to activity energy zones.
- Publicly accessible commercial character.
- Religious character.
- Agricultural resource and learning centre.
- Publicly accessible landscaped park character (binne-tuin) with access control points.
- Multi-functional publicly accessible 'Braak' open space.
- Publicly accessible hard landscaped and treed multi-functional space with pedestrian priority.
- Publicly accessible hard landscaped and treed multi-functional hub space and court, framed with roofed colonnade south and east with pedestrian priority and access control points.
- Urban hub resource and learning centre.
- Craft learning centre.
- Arts and cultural learning and resource centre
- Publicly accessible information and display centre (new building structure).
- L-shaped treed and low-walled multi-functional parking space, landscaped with pedestrian priority.

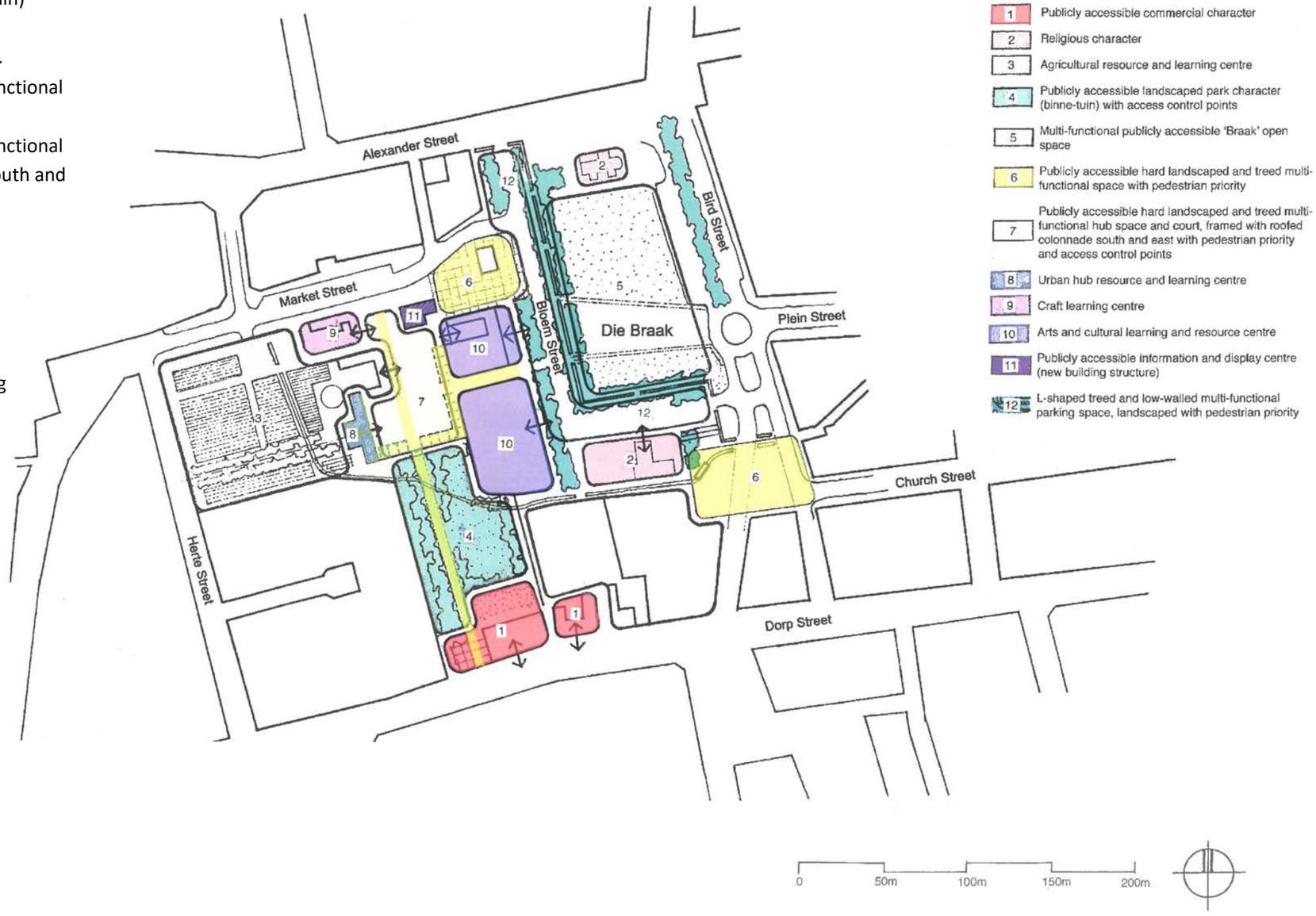


Figure 36: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Use and Character Zones, and their Entry Points

5.3.5 Proposed Position of Toilet Block integrated with Proposed Information Centre (Figure 20b) -

- The preferred position for this facility is at the northern end of the precinct, integrated with the proposed information centre. It can also serve activities on 'Die Braak'. In the layout of the building, flexibility for access control should be accommodated.
  For the southern end of the precinct different options should be tested whereby the incorporation of toilet facilities should be explored as part of the complex lining Dorp Street. This should be in close proximity to the proposed avenue walk through the park.

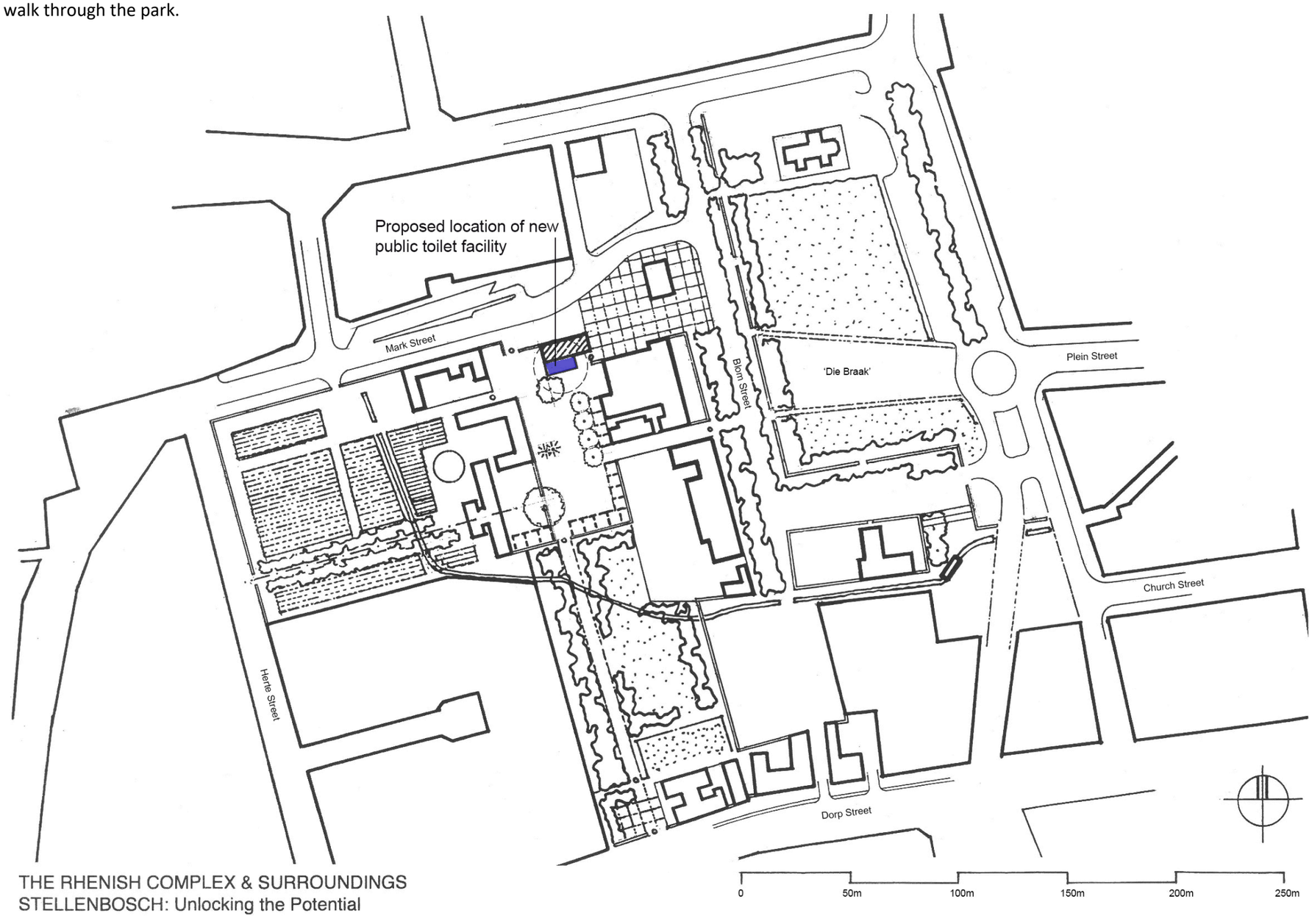


Figure 37: Precinct and Environs Scale: Proposed Position of Toilet Block integrated with Proposed Information Centre

5.3.6 Potential Market Activity Zones Subject to Management (Figure 38) -

- In terms of flexibility, many different market activities in their various forms and times can occur throughout the precinct, subject to management.

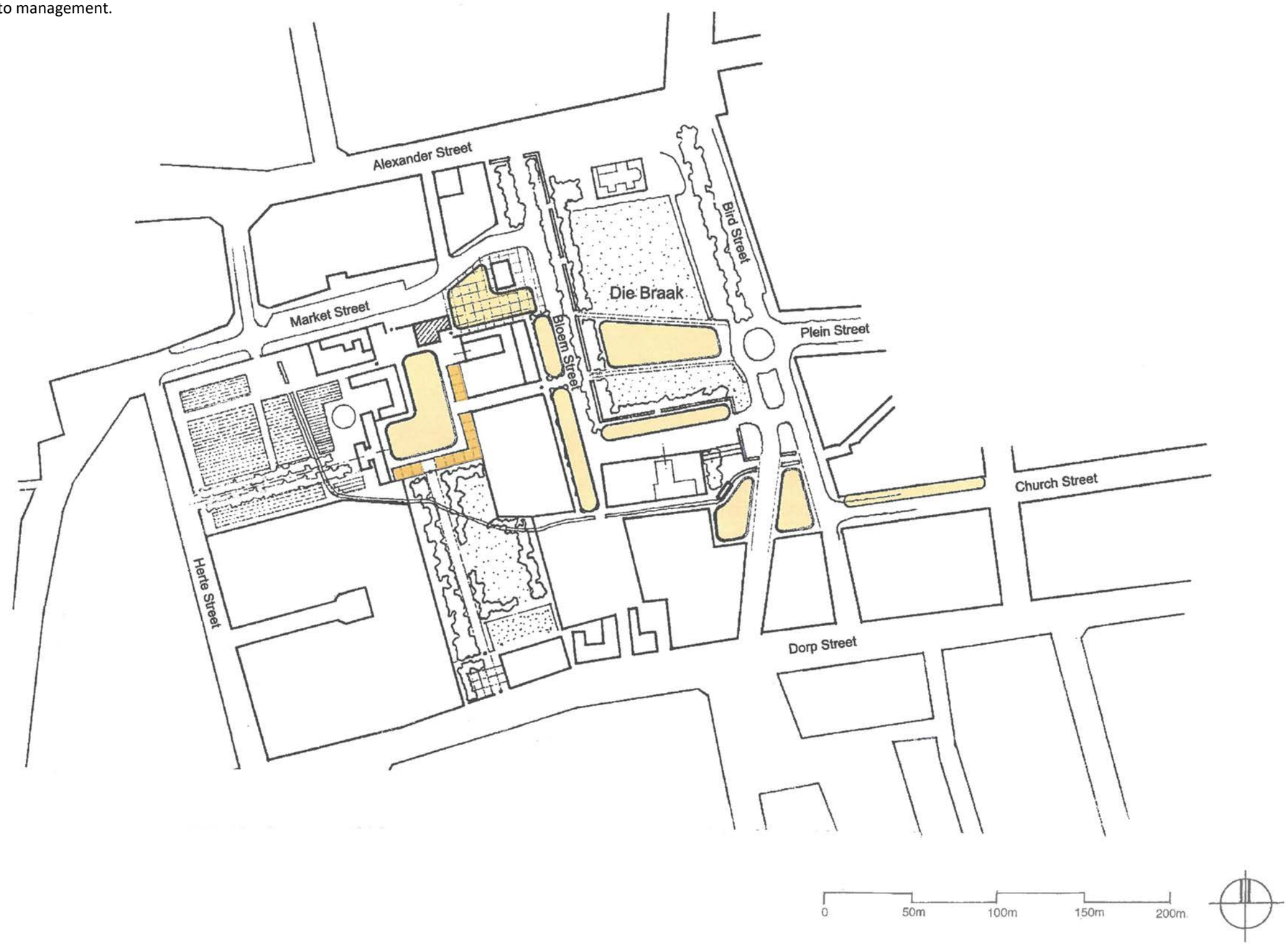


Figure 38: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Potential Market Activity Zones Subject to Management

5.3.7 Potential Parking Zones Subject to Management (Figure 39) -

- In terms of flexibility, many different parking options in their various forms and times can occur throughout the precinct, subject to management, permanent as well as temporary.

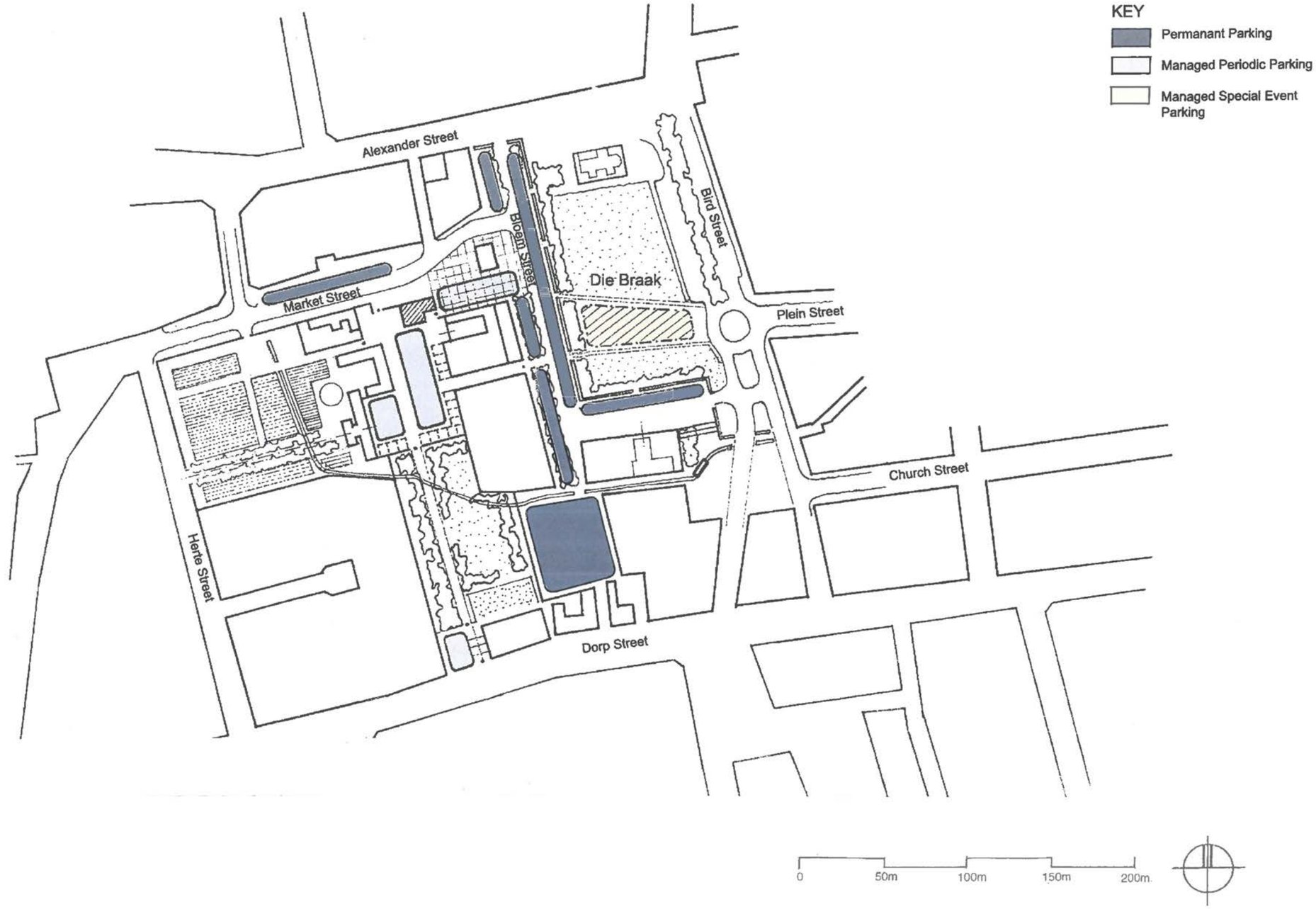


Figure 39: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Potential Parking Zones Subject to Management

5.3.8 Dominant Pedestrian and Vehicular Movement Network (Figure 40) -

- Careful and sensitive network planning ensures safe pedestrian paths, places and spaces.
- Zones and areas subject to traffic investigations are highlighted in red circles.

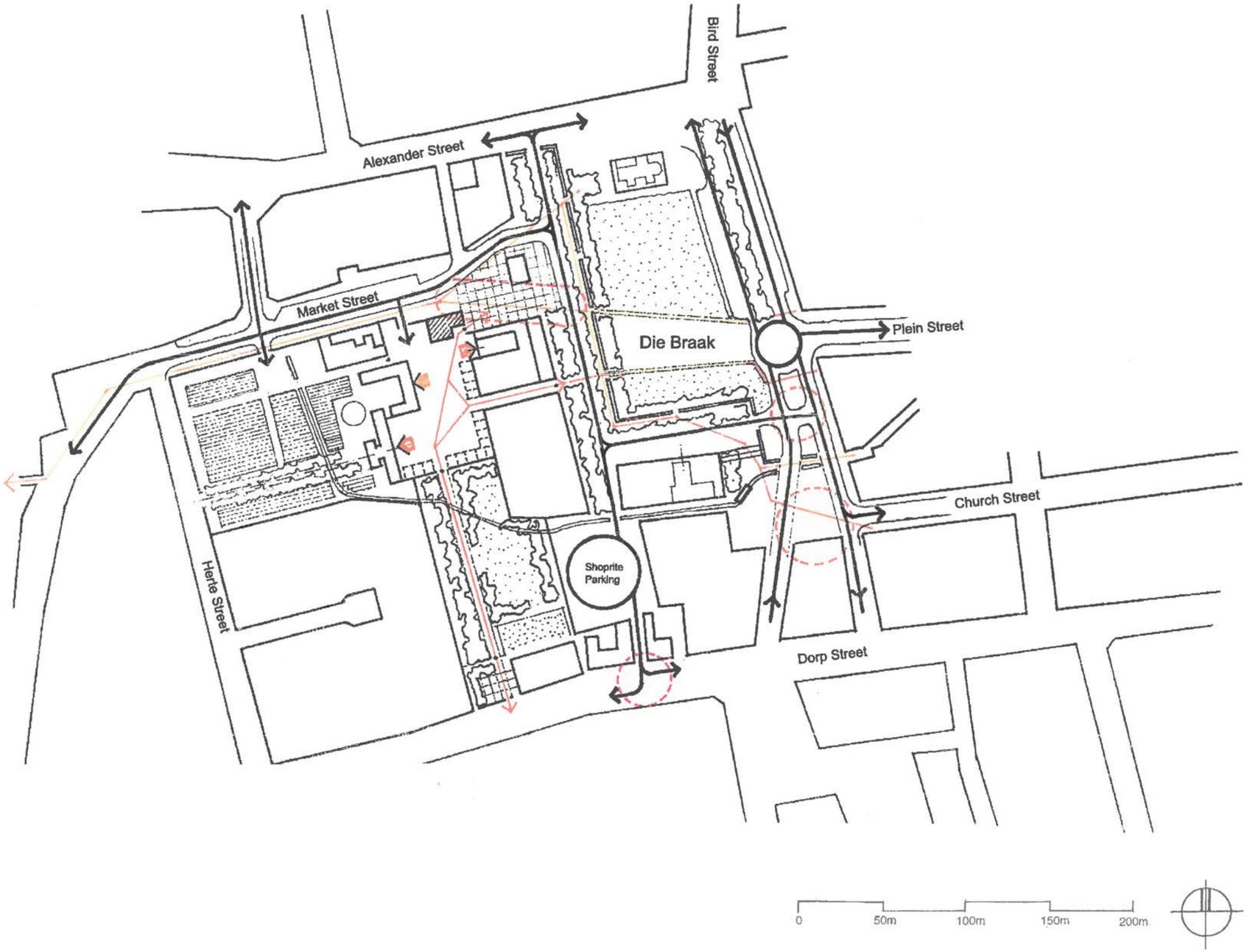


Figure 40: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian and Vehicular Movement Network

5.3.9 Landscape Treatment to Western and Southern Edges of 'Die Braak' Space (Figures 41, 42 and 43) -

- Proposed alignment of the werf wall with associated landscape elements along the western and southern edges (see cross-sections). The elements include:
  - Low werf wall
  - Tree alignments
  - Storm water swale
  - Pedestrian-scaled lighting
  - Signage

The cross sections illustrate the different zones as well as an option to accommodate periodic market activities in terms of flexibility of use.

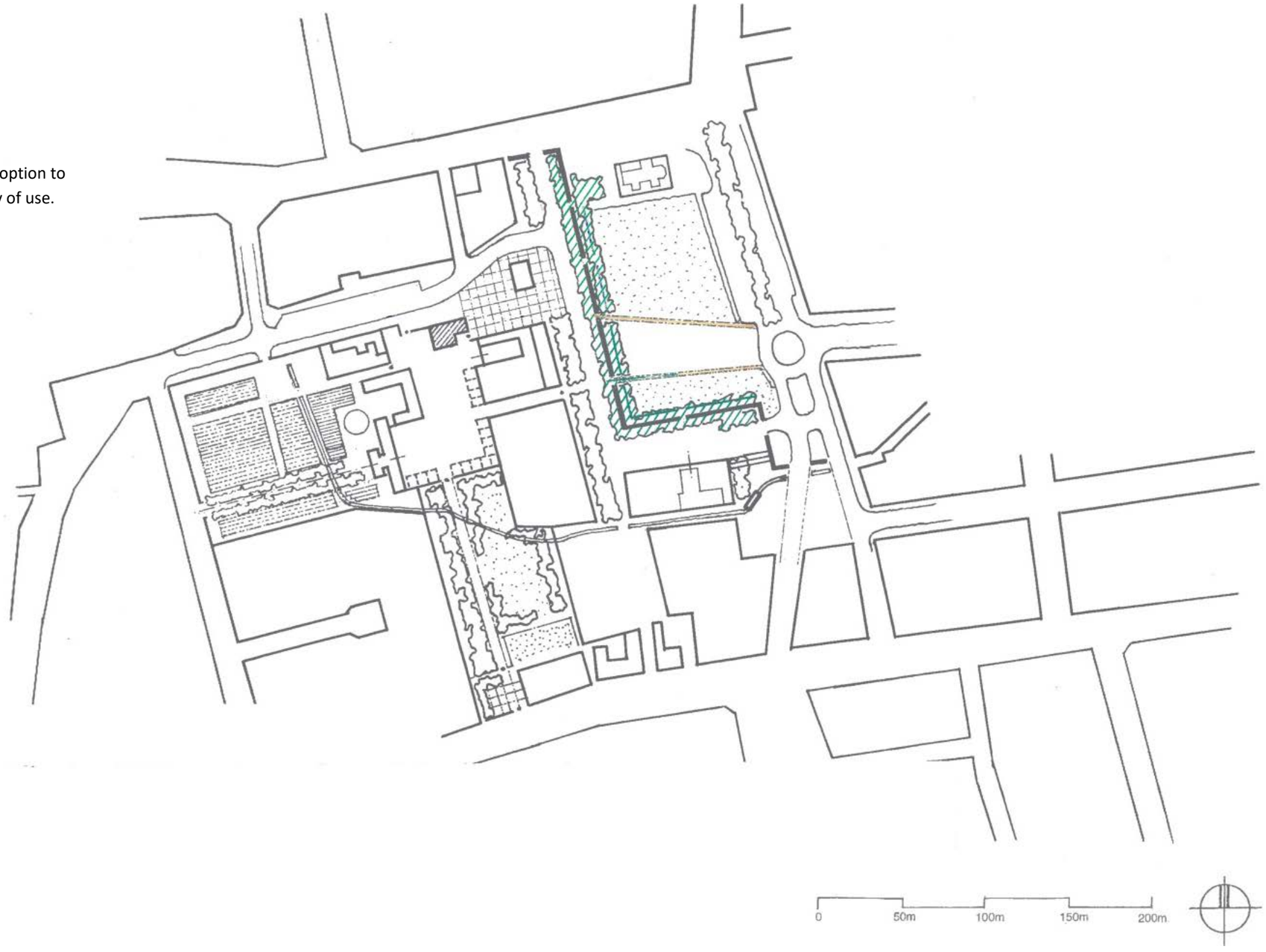


Figure 41: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Landscape Treatment to Western and Southern Edges of 'Die Braak' - Low werf wall, Tree alignments, Storm water swale, Pedestrian-scaled lighting, Signage.

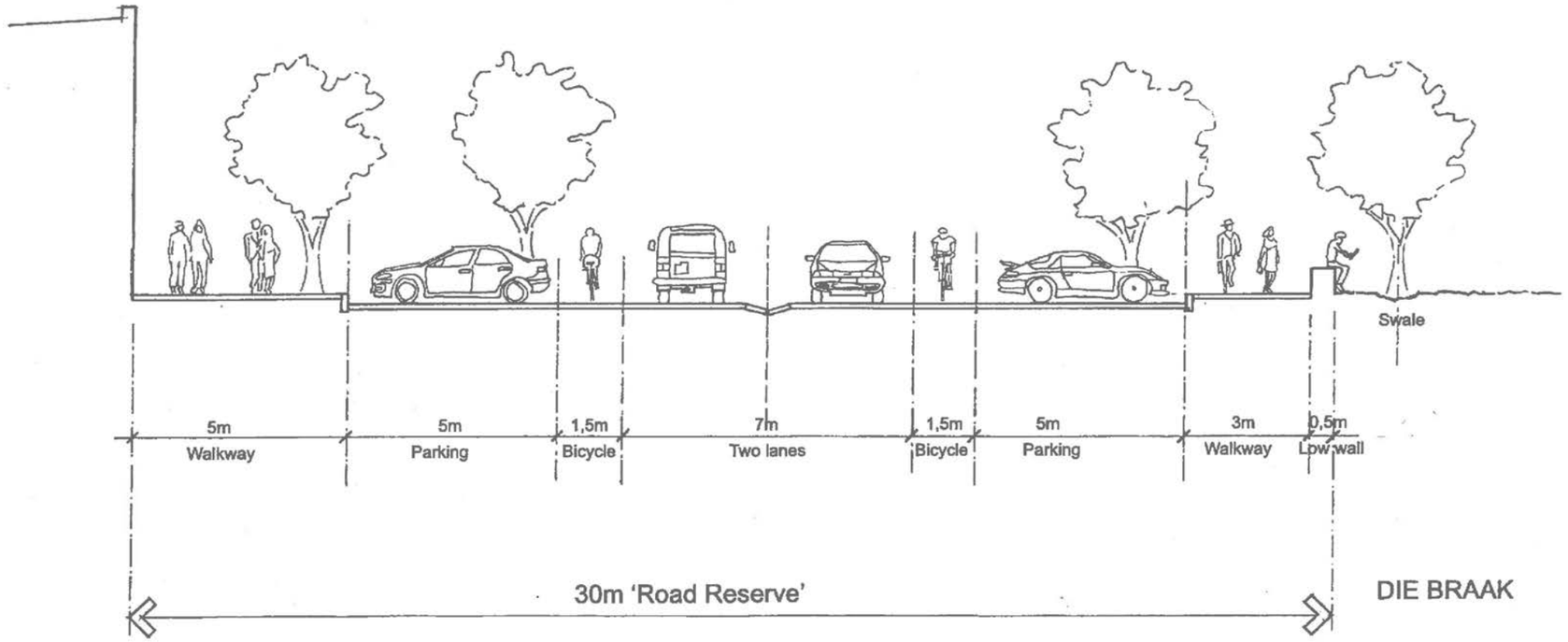


Figure 42: Proposed Cross-section through the Western Edge of 'Die Braak'

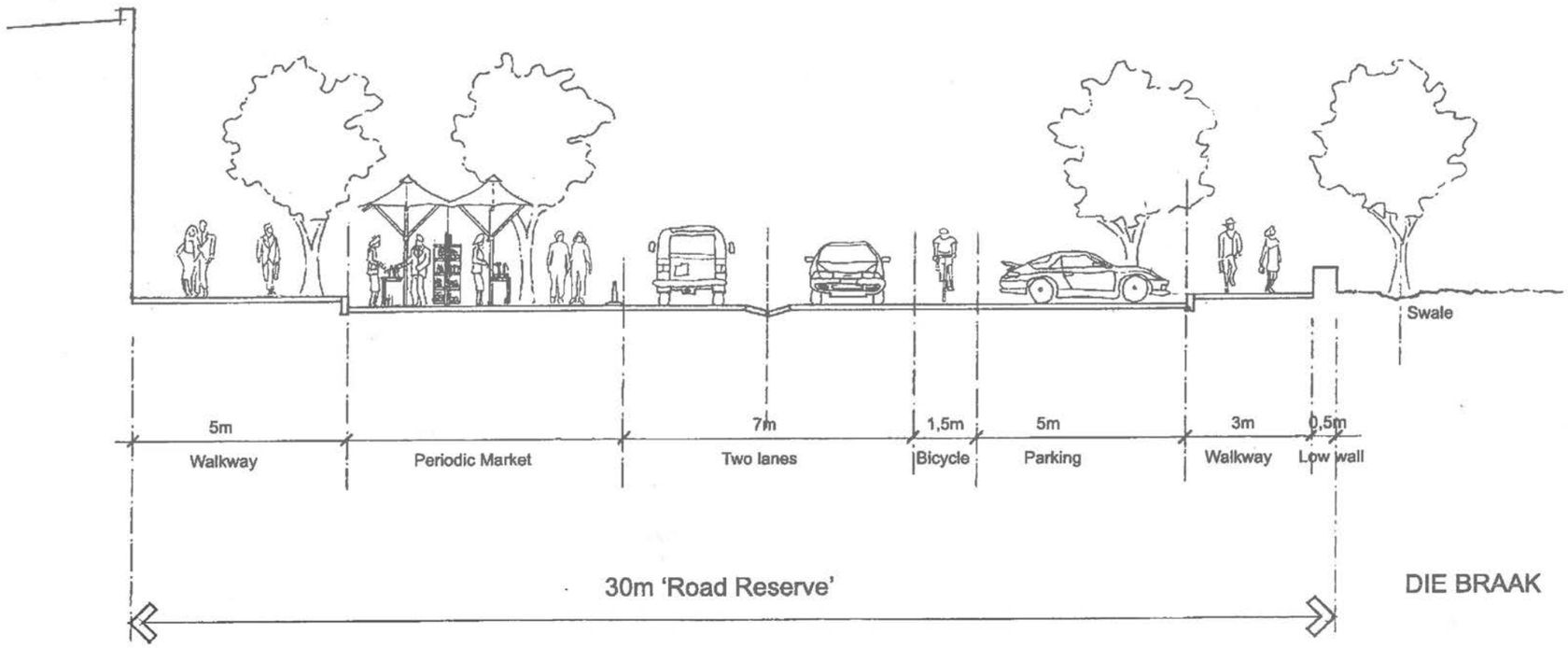
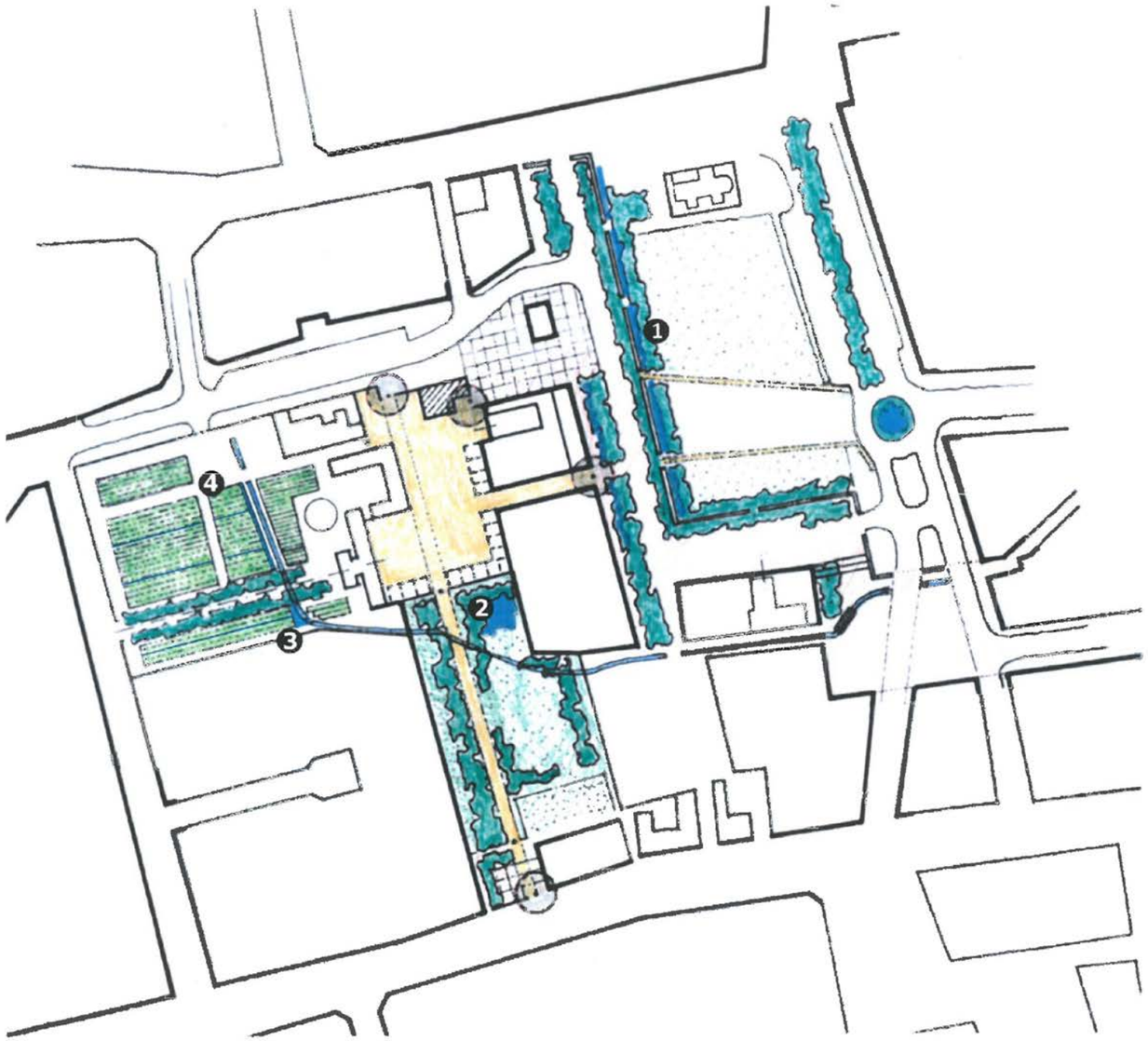


Figure 43: Proposed Cross-section through the Western Edge of 'Die Braak', Periodic Market Activity Zone

5.3.10 Proposed Storm water-related Landscape Design Concepts (Figure 44)

Stormwater systems are integrated into the proposed landscape to create ecological and spatial opportunities that complement the 'multiple value creation' objectives.



1. *Die Braak*: Surface water run-off to create infiltration swale opportunity along proposed new werf wall (where viable, divert existing stormwater pipes into planted swale)
2. *Binnetuin:* Direct stormwater run-off from hard, impermeables surfaces to new biofiltration area
3. *Urban agriculture:* Include filtration-reservoir to enable water to be directed into urban agriculture channels
4. *Urban agriculture*: Include shallow water channels to allow water from mill stream to be channelled into urban agriculture plots

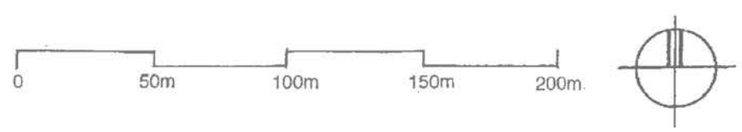


Figure 44: Proposed Storm water-related Landscape Design Concepts

5.3.11 Refined Layout and Estimated Street-related Parking Capacity in the Precinct

- The coarse-grained parking capacity in relation to the streets in the precinct is illustrated in figure 28. It excludes the on-site 'managed parking zones' for special occasions and events, as shown on Figure 22.
- The layout also indicates the two elements in the main courtyard space to be demolished.
- Also shown is the borehole element at the northern end of 'Die Braak', which will require a design concept once the technical requirements have been clarified.
- Apart from enclosing the elements serving the technical requirements, the borehole element can be of a townscape-nature and potentially include considerations of a small stage, flagpole feature for periodic lights and walled seating. The circular shape represents the idea of a 'farm-like reservoir'.
- The layout yields the following number of parking spaces in the streets:

Mark Street converted	31
Blom Street (Western edge of 'Die Braak')	117
Rhenish Church forecourt	42
Alexander Street (Northern edge of 'Die Braak')	20
	210 parking spaces

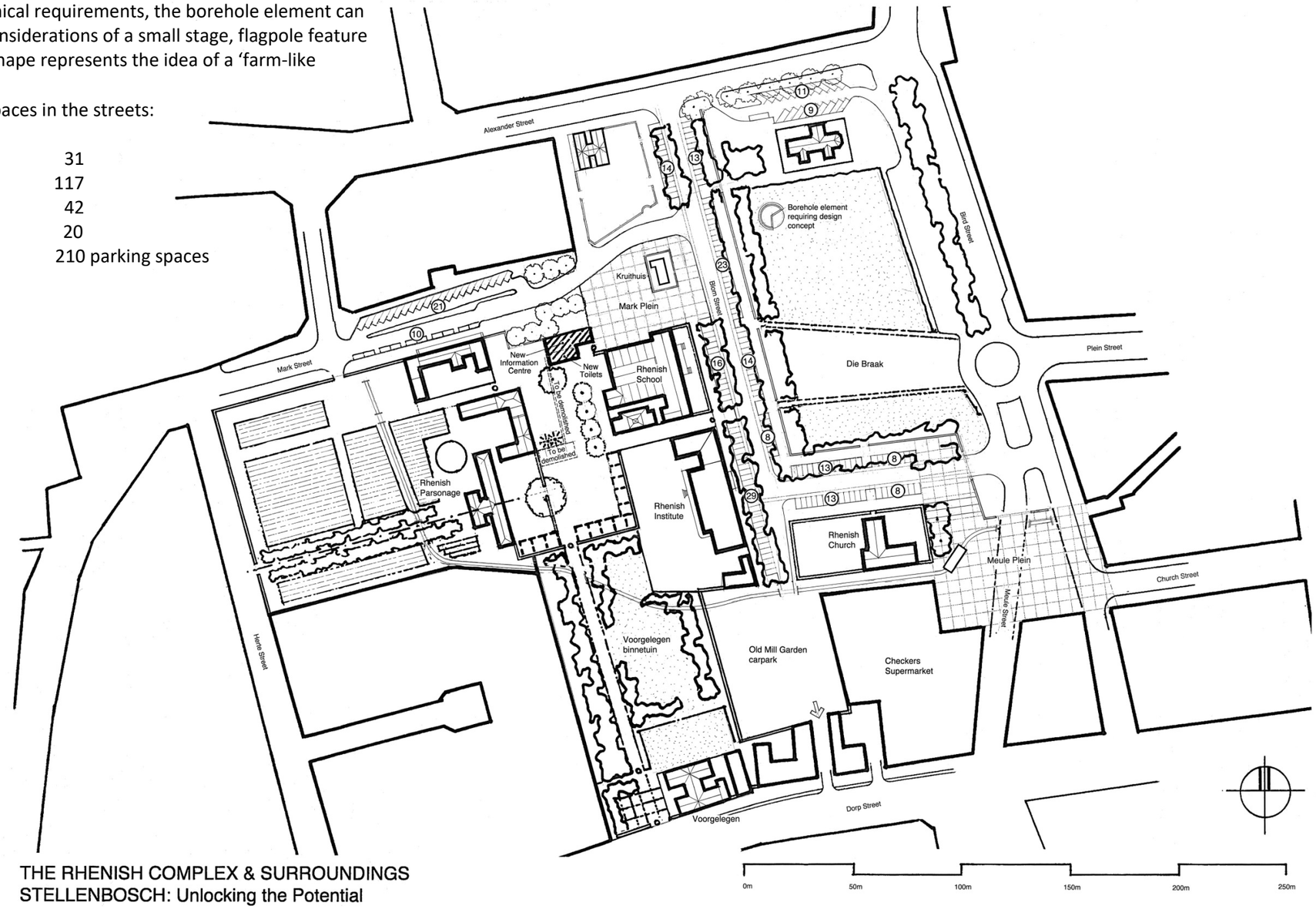


Figure 45: Refined Layout and Estimated Street Related Parking Capacity in the Precinct

5.4. Identification of Action Areas and Action Projects (Figure 46) -

A series of preliminary action areas and projects are identified for possible further investigations and strategies. These are spatially shown on the figure and include:

SLD1	Soft landscape design study
A1	Agricultural-based feasibility study
DSC	Dorp Street commercial interface study
TS 1	Traffic-related feasibility study
TS 2	Traffic-related feasibility study
TS 3	Traffic-related feasibility study
TS 4	Traffic-related feasibility study
UD 1	Integrated urban design/landscape/engineering study
UD 2	Integrated urban design/landscape/engineering study
UD 3	Integrated urban design/landscape/engineering study
UDAL	Integrated urban design/architecture/landscape study
NS 1	Negotiation study
NS 2	Negotiation study
FS 1	Feasibility study
FS 2	Feasibility study
WQ 1	Water quality study
SH/CH	Special redevelopment strategy study

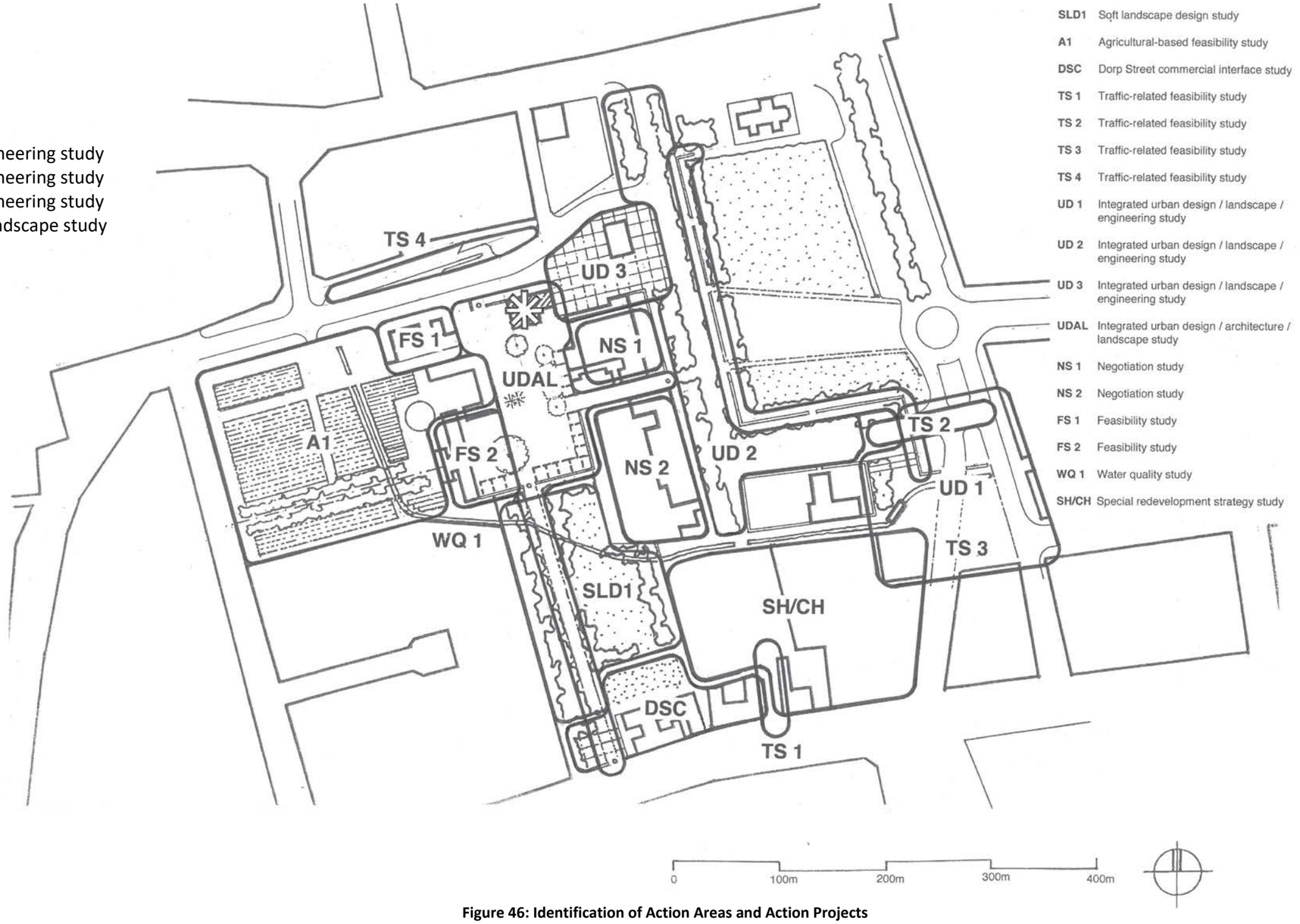


Figure 46: Identification of Action Areas and Action Projects

5.4.1 Demolition Plan

In terms of implementation and in order to achieve the spatial intentions of the Action Area marked 'UDAL' at the northern end of the precinct, a demolition plan for the garages and a boundary wall identifies the extent and scope of these elements. The boundary wall can be reduced to a height of 450 – 750mm and transformed into a low seat wall.

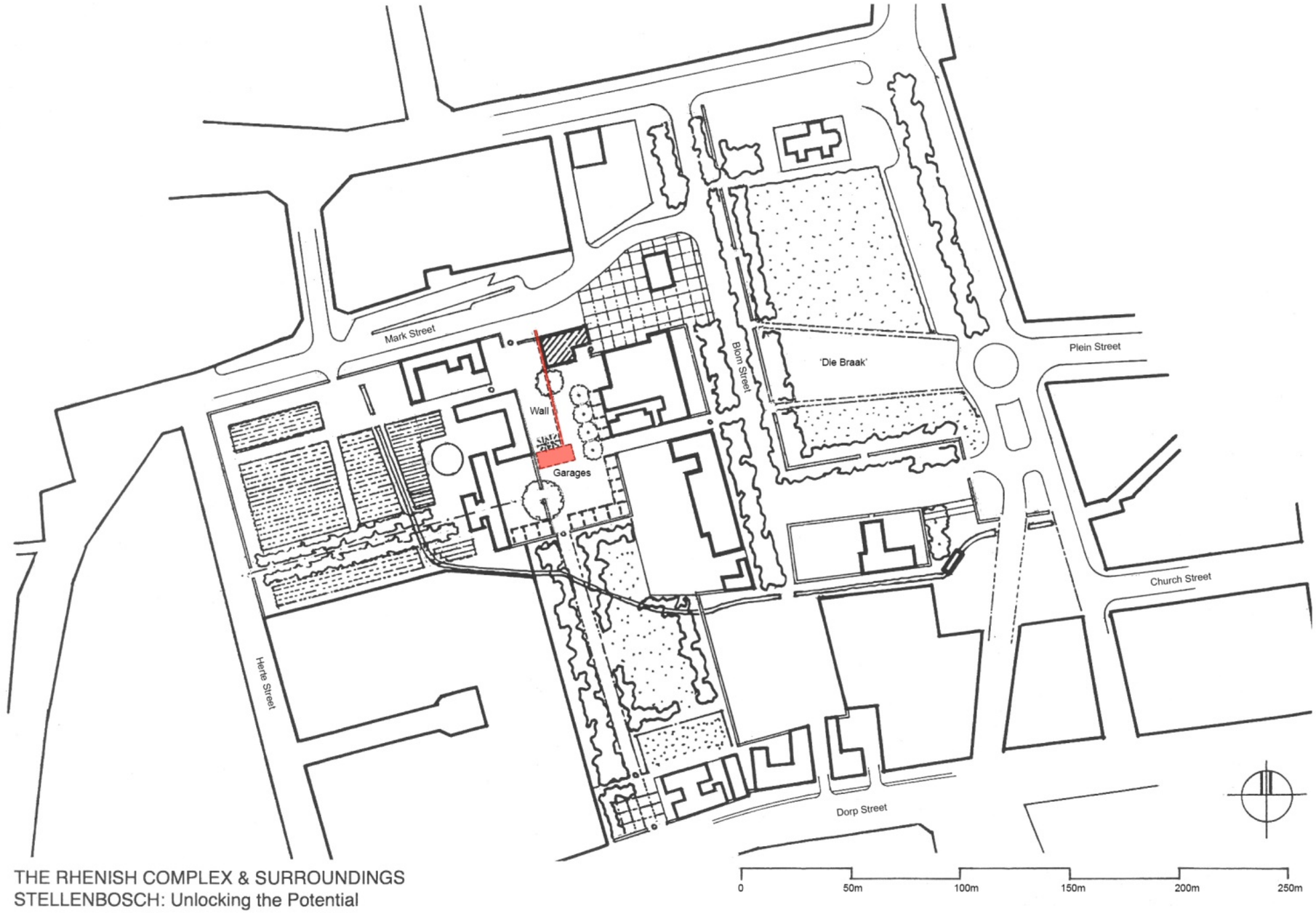
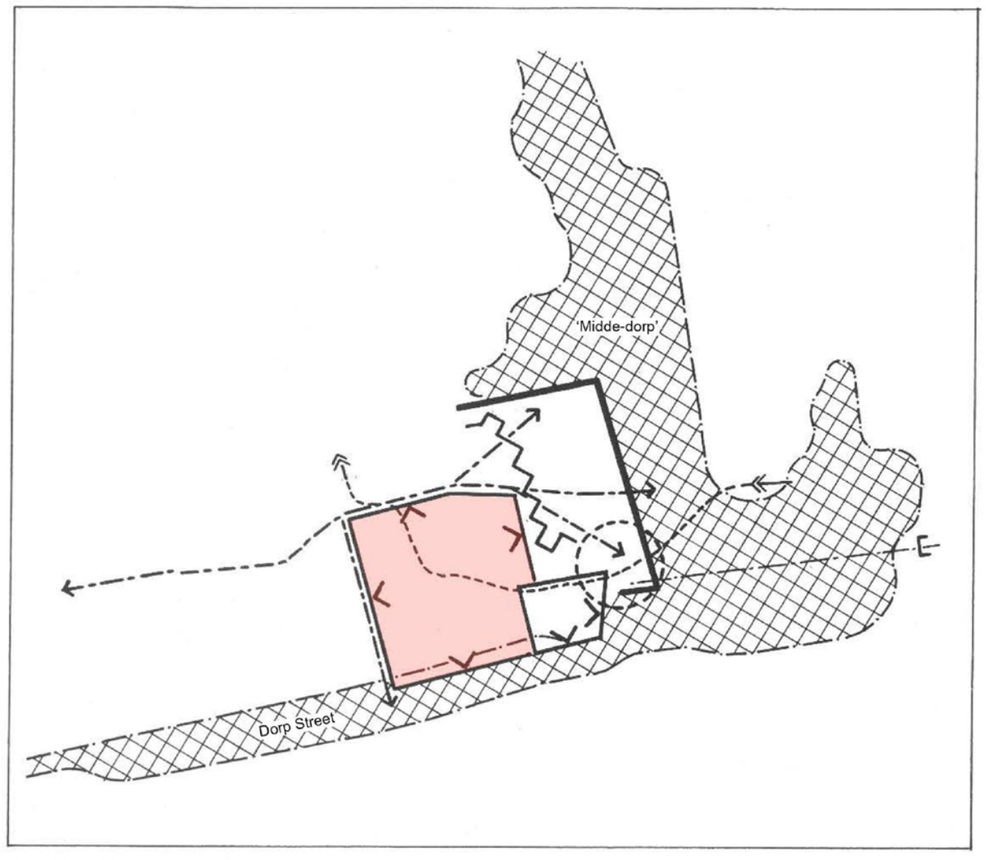


Figure 47: Demolition Plan

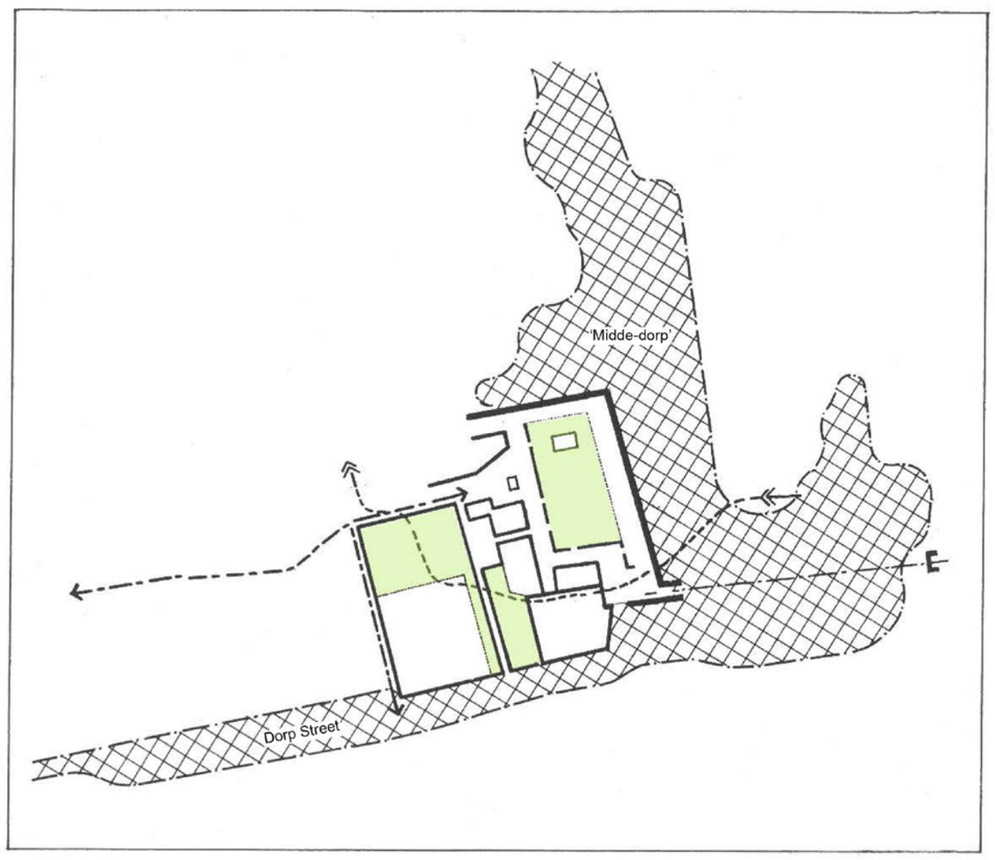
6. Returning to the Essence of the Idea and the Bigger Context

Figure 48 captures the essence of the proposed municipal-led intervention in terms of unlocking the site and integrating the precinct with the surroundings and mutually-reinforcing activities through a before and after comparison. The outcome is much more spatial and consistent with the qualities of the original historic core.

In terms of achieving continuity of space and linkages, Figure 49 locates the precinct in relation to the Church Street precinct. This bigger idea is ideal for very large events, festivals and special days. Also shown are the municipal parking areas on the periphery of the east-west activity core/spine. With appropriate management, it should be possible to control the extent and spatial distribution of events of different sizes and characters in the larger precinct.



BEFORE: Boxed-in nature of the site



AFTER: The site unlocked and spatially integrated with the structure of the Town

Figure 48: Returning to the Overall Idea: Before and After

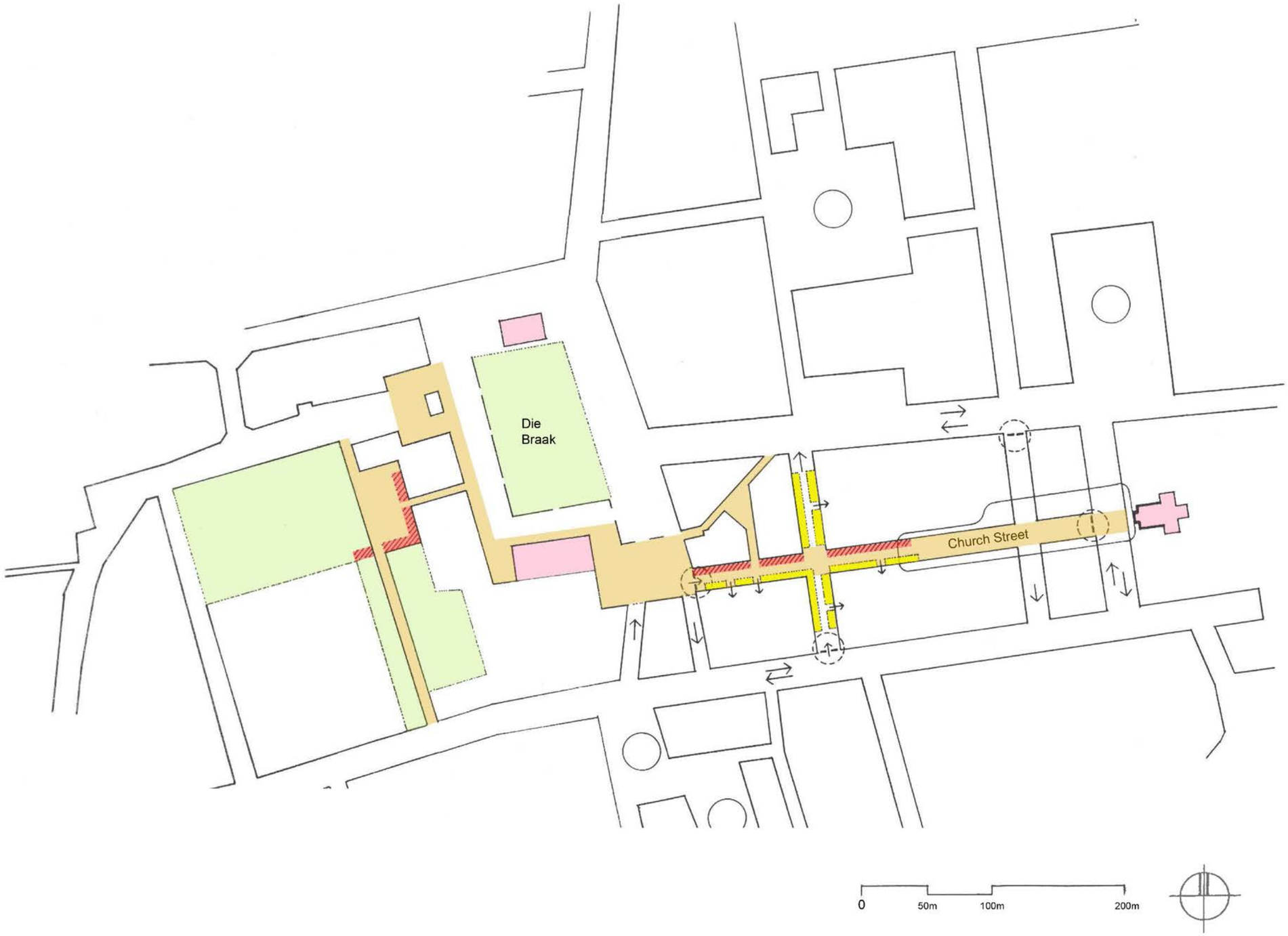


Figure 49: Returning to the Bigger Context: Integration with the Church Street Precinct

7. Effectuation and Way Forward

As a way forward, the following activities are recommended:

a. Endorsement of the intent and ideas of the proposals by the Municipality and the critical role-players.
b. Identify stakeholders and prepare questionnaire, engage with stakeholders.
   Explore discussions with Interested and Affected Parties as it relates to their understanding and ideas for the future use of the Rhenish Complex and gardens.
c. Establish the basis for public/private partnerships and their related negotiations.
d. Undertake accurate survey of the study area.
e. Undertake coarse-grained technical feasibility studies for Action Areas and Action Projects
f. Prepare implementation strategy and prioritize action projects.

8. References

1. Human Geographies of Stellenbosch Transforming Space, Preserving Place
Editor: Ronnie Donaldson, Sun Press, 2020

2. How to Nurture Flourishing Cultural and Creative Hubs: Lessons from the Netherlands
RINSKE BRAND MARCH 4, 2021
https://www.pps.org/article/how-to-nurture-flourishing-cultural-and-creative-hubs-lessons from-the-netherlands

9. Appendix A

ITS RHENISH COMPLEX: TRANSPORT ENGINEERING INPUT

INNOVATIVE TRANSPORT SOLUTIONS

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Carl Cronje Drive,
Tyger Waterfront
Bellville 7530
+27 (021) 914 6211
westerncape@itsglobal.co.za

www.itsglobal.co.za

Piet Louw Architects, Urban Designers and Planners

Email: piet.plarchud@telkomsa.net

30 July 2021

Our Reference: 4387

Your Reference: Rhenish Complex

Attention: Piet Louw

Dear Sir

RHENISH COMPLEX: TRANSPORT ENGINEERING INPUT

The following refers:

- Our briefing meeting on 23 July 2021 at which the overall Framework Plan was discussed.
- The attached Integrating Urban Design and Spatial Concept (your Fig 16) and the Dominant Pedestrian and Vehicular Movement Network (your Figure 23)

At the briefing meeting the following key inputs are required from ITS:

- Potential exit from Checkers Parking area onto Dorp Street
- Reconfiguration of the Mark/ Blom intersection
- Closure of the section of Church Street between Bird and Mill Street
- New full intersection at Blom/ Mill and Bird

Our comments are as follows:

1. Potential exit from Checkers Parking area onto Dorp Street

The potential exit is currently a drive-way access located opposite another driveway access and adjacent to the Checkers service area (approximately 23m c/c). The potential exit is possible from an access management perspective.

2. Reconfiguration of the Mark/ Blom intersection

The entry and exit portion of the Mark/ Blom intersection is currently split to accommodate a historical feature on a central island. The current Blom/ Mark (1-way) is priority-controlled with Blom having priority.

It is proposed to close the southern link (the entry portion) to enable the creation of a dedicated pedestrian link between Plein Street and Mark Street and the current Mark Street (1-way portion westbound) will become an urban square with a pedestrian route. This will require that the existing approach to the intersection on Mark Street (currently a 1-way eastbound) in the Blom direction, will become a 2-way section. Refer to Figure 2 in the attached Annexure.

This is possible as it is expected that the Blom/ Mark street intersection (currently priority-controlled with Blom having priority) will have sufficient capacity to accommodate 2-way traffic on Mark Street. Access to the existing parking areas must just be considered and adapted in the reconfiguration of this section of Mark Street. A Transport Impact Assessment will also be required to determine the impact of the additional entering traffic volumes at the Blom/ Mark intersection.

3. Closure of the section of Church Street between Bird and Mill Street

It is also proposed to close the portion of Church Street between Mill and Bird Street. Mill Street and the portion of Bird Street between Dorp and Alexander (currently dualled) forms part of a 2-way couplet system. Three turn-around opportunities are available:

- At the Alexander/ Bird roundabout
- At the Bird/ Plein roundabout
- The Church link between Bird and Mill (proposed to be closed)
- At Dorp at the mini-circles at Dorp/ Bird and Dorp/ Mill.

Previously Church Street was also a one-way westbound which then extended across Bird and terminated at Mill. However, in recent years Church, between Bird and Drosdy, was changed to a one-way eastbound, but the portion of Church between Mill and Bird remained a one-way westbound. So currently, the only function this portion of Church Street serves is that it allows southbound vehicles along Bird Street to turn around into Mill Street, especially for those vehicles traveling southbound along Bird looking for parking.

The closure this portion of Church Street will have the following impacts:

- Vehicles looking for parking along Bird Street southbound will have to turn around at the mini-circles in Dorp.
- The parking (8 bays) along this section will have to be removed.

This proposal is possible, but subject to a parking investigation and a Transport Impact Assessment. Also refer to Figure 3 in the attached Annexure.

4. New full intersection at Blom/ Mill and Bird

Refer to Figure 3 in the attached Annexure.

A new full intersection is proposed at Blom/ Mill to enable the vehicles to cross the median of the Bird - Mill Street couplet discussed in Section 3, and create another turn opportunity that will be lost due to the closure of Church between Mill and Bird.

The spacing between Plein and Blom is 39m (c/c) and 27m measured from the external kerb of the roundabout and Blom. Bird Street is a Class 3 street in a CBD environment with full accesses limited to 90m and high volume driveways limited to 60m per the previous Road Access Guidelines (RAG). The new Access Management Guidelines (AMG) recommends 80-120m spacings. Current access spacing ranges between 80m and 140m.

The proposed Blom/ Bird full intersection is too close to the current Plein/ Bird roundabout and will result in sub-standard access spacing along this section and potentially increasing congestion. It could also attract more traffic along Blom due to the direct link between Bird and Blom. However, it will not serve anymore as the turn –around opportunity for vehicles searching for parking as it located before the parking for southbound vehicles.

Further to the above, the following options are available:

- Close the portion of Church between Mill and Bird with no other turn-around opportunity provided; ie no median break at Blom. Turn-around movements must then be re-directed to Bird/ Dorp and Mill/ Dorp.
- Provide the median break at Blom, but close Blom/ Mill; not the current left-in/ left-out intersection but only a median break. This option does not serve the drivers searching for parkers.
- Re-align the eastern end of Blom to intersect with Mill/ Plein at the roundabout. This option does not serve the drivers searching for parkers.
- Maintain the link between Mill and Bird, but change the surface texture to improve the pedestrian-friendly quality of the street.

From the above, the proposal will have traffic engineering implications and it is advised that a Transport Impact Assessment be undertaken to understand the impact on intersection operations, intersection spacing and parking.

I trust that the above provides you with adequate feedback. In conclusion, the proposals must be tested in a more detailed Transport Impact Assessment.

Please do not hesitate to contact us should you have any queries in this regard.

Yours sincerely,



LYNNE PRETORIUS, PR.ENG
DIRECTOR: INNOVATIVE TRANSPORT SOLUTIONS

Annexure A: Figures

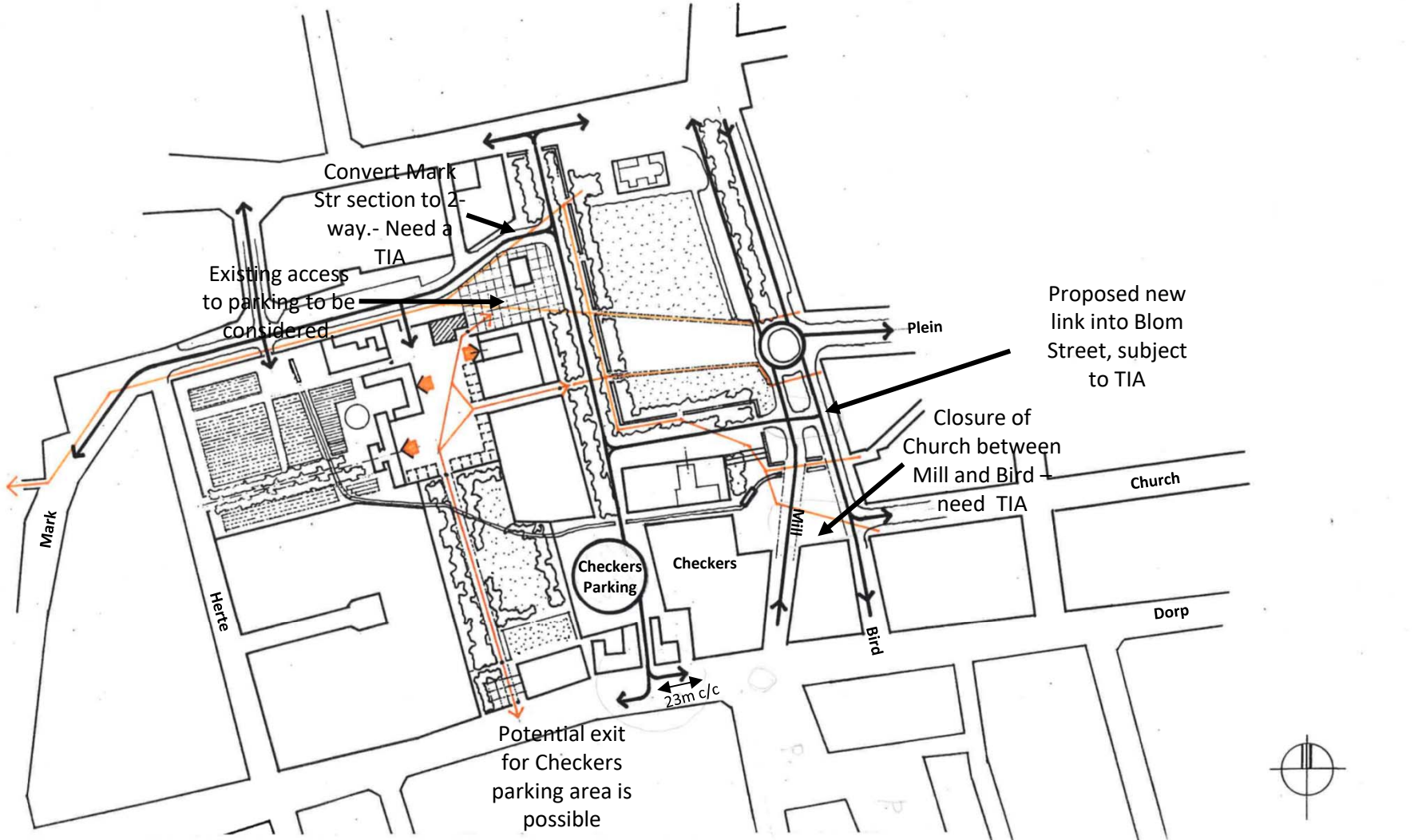


Figure 23: The Precinct and Environs Scale: Main Ideas - Unpacking the Layers of the Concept, Dominant Pedestrian and Vehicular Movement Network

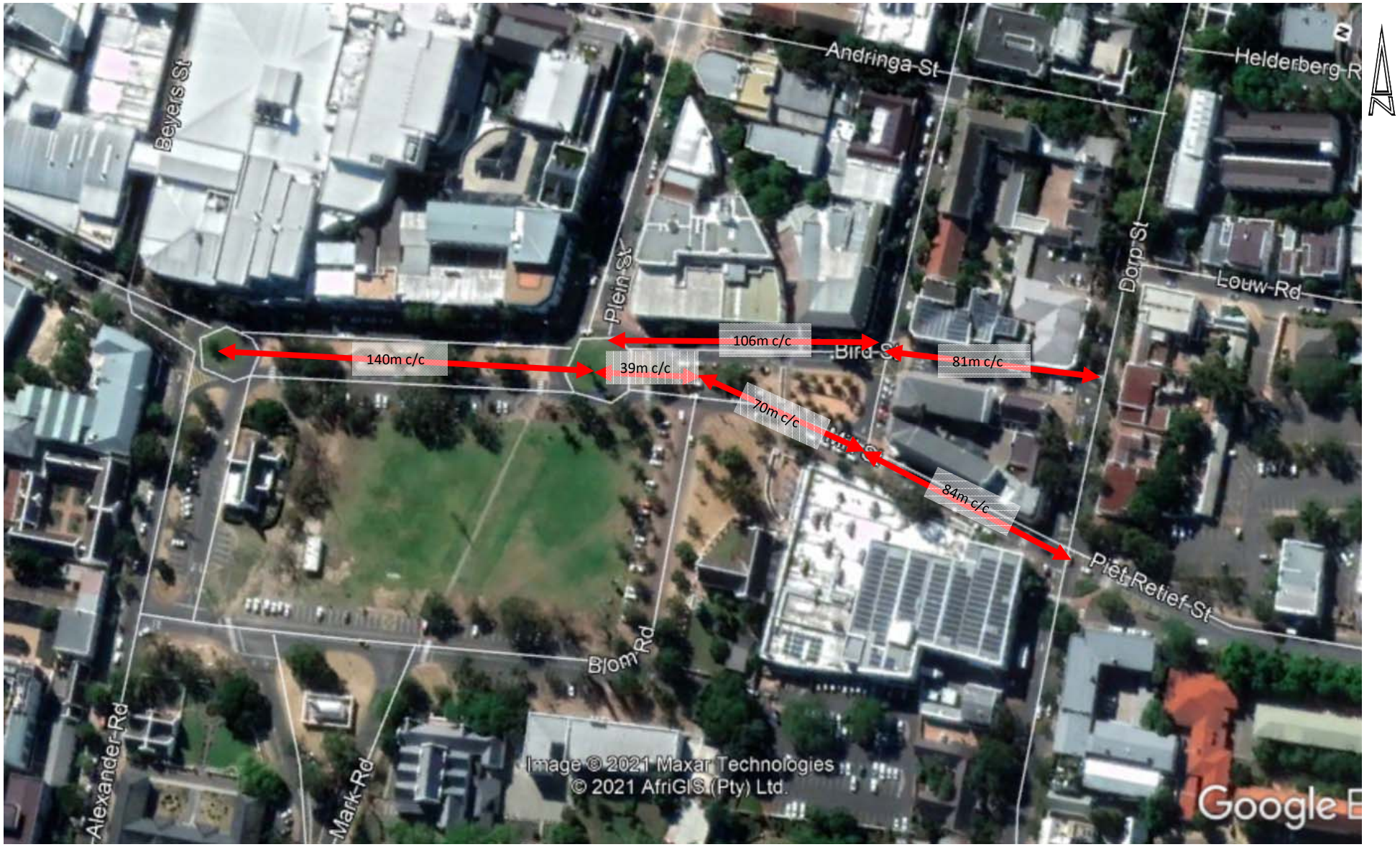
SCHEMATIC

PROJECT:	FIGURE:	NUMBER:
4387: RHENISH COMPLEX -	**TRANSPORTATION ENGINEERING COMMENTS**	**1**



SCHEMATIC

PROJECT:	FIGURE:	NUMBER:
4387: RHENISH COMPLEX -	RECONFIGURATION OF MARK/ BLOM INTERSECTION	2



SCHEMATIC

PROJECT:	FIGURE:	NUMBER:
4387: RHENISH COMPLEX -	ACCESS SPACING ALONG-BIRD-MILL STREET	3

7.8.2	**APPROVAL OF THE FIRST DRAFT AMENDED MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF) AND TO OBTAIN COUNCIL APPROVAL FOR THE COMMENCEMENT OF THE PUBLIC PARTICIPATION PROCESS**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: APPROVAL OF THE FIRST DRAFT AMENDED MUNICIPAL SPATIAL DEVELOPMENT FRAMEWORK (MSDF) AND TO OBTAIN COUNCIL APPROVAL FOR THE COMMENCEMENT OF THE PUBLIC PARTICIPATION PROCESS

2. PURPOSE

For Council to:

a) Support and adopt the status quo report of the MSDF, 2019 as recommended by the project steering committee.
b) Support and approve the first draft of the amendments to the MSDF as proposed by the project steering committee for public comment and to request comment from the Provincial Minister of Environmental Affairs and Development Planning and the Cape Winelands District Municipality.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Council approved the commencement of the proposed amendment of the Municipal Spatial Development Framework, 2019 to achieve strategic, spatial, and financial alignment and to enable the coordination of policies within the municipality.

5. RECOMMENDATIONS

(a) that Council supports and approve the status quo report of the first draft of the proposed amendments to the MSDF;

(b) that the first draft of the proposed amendments to the MSDF, February 2023, be approved in principle; and

(c) that the first draft amended MSDF, February 2023, be advertised for public comment for 60 days where after same be resubmitted to Council for final consideration and subsequent approval in terms of the relevant legislation.

6. DISCUSSION / CONTENTS

6.1 Background

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

- The initial 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.

6.2 Discussion

Due to the nature of the amendments proposed, the project steering committee approach was approved and followed. The MSDF Project Steering Committee (PSC) consists 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 PSC was tasked to compile a draft status quo report setting out an assessment of the existing levels of development and development challenges in the municipal area, and to consider the development proposals submitted for consideration to the first draft amendment of the MSDF.

Based on the assessments and spatial demand quantification studies compiled through the Capital Expenditure Process during 2021 and the current amendment of the CEF process (2023), and considering the current MSDF status quo of 2019, and the IDP (2022-2027) – it was found by the PSC that the status quo can remain unchanged as it still reflects the spatial trends, existing levels of development and the development challenges in the municipal area.

In the drafting of the proposed first 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. Submissions 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 PSC with recommendations for

consideration during the amendment process for consideration in the first draft amended MSDF. (**APPENDIX B** of the MSDF).

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:

The following Council approvals are applicable:

- **COUNCIL MEETING: 2019-09-29: ITEM 9.7.1 RESOLVED**
- **URGENT COUNCIL MEETING: 2019-11-11: ITEM 4.1 RESOLVED**
- **COUNCIL MEETING: 2021-03-31: ITEM 8.3 RESOLVED**
- **COUNCIL MEETING: 2021-11-23: ITEM 6.16 RESOLVED**
- **COUNCIL MEETING: 2022-05-25: ITEM 13.1 & 11.5.1 RESOLVED**

6.7 Risk Implications

This report has no risk implications for the Municipality.

ANNEXURES

Annexure A: First Draft Amended MSDF, 2023

FOR FURTHER DETAILS CONTACT:

NAME	Chantel Hauptfleisch
POSITION	Senior Spatial Planner
DIRECTORATE	Planning & Economic Development
CONTACT NUMBERS	021 808 8607
E-MAIL ADDRESS	Chantel.hauptfleisch@stellenbosch.gov.za
REPORT DATE	7 March 2023

ANNEXURE A



SPATIAL PROFILE & DRAFT AMENDMENTS TO THE SPATIAL DEVELOPMENT FRAMEWORK

Integrative Spatial and Infrastructure Planning

Approved by Council for Public Comment on 15 March 2023

Contact:

Directorate: Development Planning
Spatial Planning
Stellenbosch Municipality
Bernabe de la Bat

email:

Bernabe.DeLaBat@stellenbosch.gov.za

call:

+27 21 808 8652

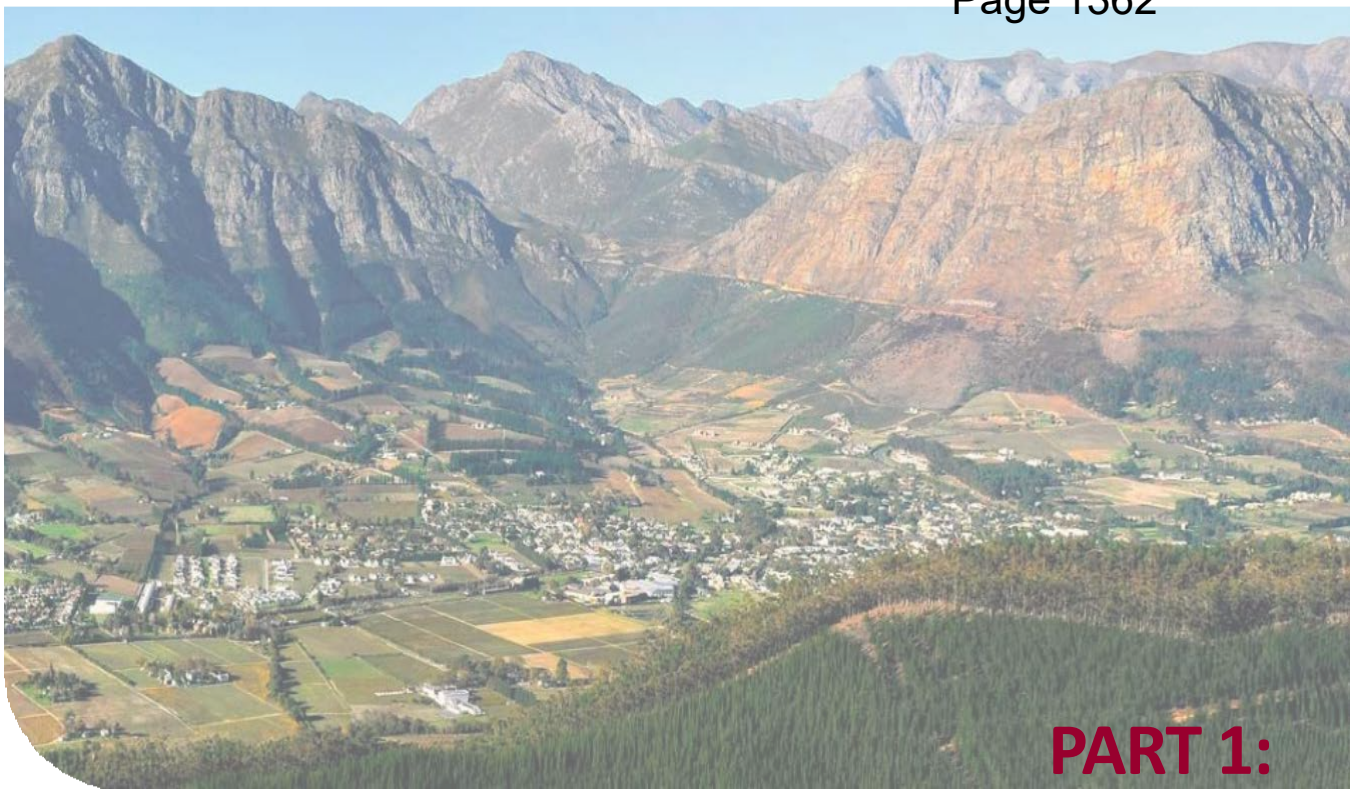
visit:

NPK Building
cnr. of Reyneveld and Plein Streets
Stellenbosch

ABBREVIATIONS

A	
AFS	Annual Financial Statements
AQMP	Air Quality Management Plan
ATC	Adam Tas Corridor
ATC LSDF	Adam Tas Corridor Local Spatial Development Framework
B	
BNG	Breaking New Ground
BTT	Boschendal Treasury Trust
C	
CAPEX	Capital Expenditure
CBA	Critical Biodiversity Area
CBD	Central Business District
CoCT	City of Cape Town
CEF	Capital Expenditure Framework
CEIP Plan	Capital Expenditure Implementation
CIF	Capital Investment Framework
CITP Plan	Comprehensive Integrated Transport
CPI	Consumer Price Index
CSIR	Council for Scientific and Industrial Research
CSP	Cities Support Programme
CWDM	Cape Winelands District Municipality
D	
DCoG Governance	Department of Cooperative
DEA&DP	Department of Environmental Affairs and Development Planning
DGDS	District Growth and Development Strategy
DHS	Western Cape: Department of Human Settlements
DLG	Western Cape: Department of Local Government
DRD&LR	Department of Rural Development and Land Reform
DTPW	Western Cape: Department of Transport and Public Works
E	
EIA	Environmental Impact Assessment
F	
FA	Functional Area
FLISP	Finance Linked Individual Subsidy Programme
G	
GAP	Government assisted housing in the affordability "gap" for home owners earning between R3 501 and R18 000 per month
GCM	Greater Cape Metro
GCMRSIF	Greater Cape Metro Regional Spatial Implementation Framework
GDP	Gross Domestic Produce
GVA	Gross Value Add
H	
HA	Hectare
HIV	Human Immunodeficiency Virus
HSDG Grant	Human Settlements Development
I	
I&AP	Interested and Affected Parties
ICM	Intermediate City Municipality
IDP	Integrated Development Plan
IHSP	Integrated Human Settlements Plan
IIIF	Integrated Infrastructure Investment Framework
INEP	Integrated National Electrification Programme
ITP	Integrated Transport Plan
ISC	Integrated Steering Committee
IUDF	Integrated Urban Development Framework
IZS	Integrated Zoning Scheme
IUDG	Integrated Urban Development Grant
L	
LDC	Lynedoch Development Company
LED	Local Economic Development
LG	Local Government
LHOA	Lynedoch Home Owners' Association
LSDF (s) Framework	Local Spatial Development
LSU	Large Stock Unit
LTFM	Long term financial model
LTFP	Long term financial plan
LTFS	Long term financial strategy
LUMS	Land Use Management System
LUPA	Western Cape: Land Use Planning Act
M	
MAYCO	Mayoral Committee
MPBL	Stellenbosch Municipal Planning By-law
MERO Outlook	Municipal Economic Review and
MFMA	Local Government: Municipal Finance Management Act 56 of 2003 (revised 2011)
MSA	Local Government: Municipal Systems Act, 32 of 2000
MSDF	Municipal Spatial Development Framework
MTREF	Medium Term Revenue and Expenditure Framework
N	
NDP	National Development Plan
NEMA Act	National Environmental Management
NGP	New Growth Path
NHRA	National Heritage Resources Act
NMT	Non-motorised transport

NSDF Framework	National Spatial Development
NT	National Treasury
O	
P	
PDA	Priority development area
PERO	Provincial Economic Review and Outlook
PMT	Project Management Team (also known as Project Steering Committee)
PSDF	Provincial Spatial Development Framework
PSTP Program	Provincial Sustainable Transport
Q	
R	
RSIF	Regional Spatial Implementation Framework
RAP	Rural Area Plan
S	
SALGA	South African Local Government Association
SANBI	South African National Biodiversity Institute
SEMF	Strategic Environment Management Framework
SDF(s)	Spatial Development Framework
SDGs	Sustainable Development Goals
SM	Stellenbosch Municipality
SMME(s)	Small and Medium Enterprise
SOE(s)	State Owned Enterprise
SPCs	Spatial Planning Categories
SPOs	Spatial Planning Outcomes
SPLUMA	Spatial Planning and Land Use Management Act 16 of 2013
SSU	Small Stock Unit
StatsSA	Statistics South Africa
T	
TB	Tuberculosis
U	
UDS	Urban Development Strategy
UDZ	Urban Development Zone
US	University of Stellenbosch
USDG Grant	Urban Settlement Development
UNESCO	United Nations Educational, Scientific and Cultural Organisation
V	
V&A	Victoria and Alfred Waterfront
W	
WCG	Western Cape Government
Wesgro	Western Cape Tourism, Trade and Investment Promotion Agency



PART 1:
INTRODUCTION

1. BACKGROUND & PURPOSE

Spatial planning is a high-level planning process that is inherently integrative and strategic, it takes into account a wide range of factors and concerns and addresses the uniquely spatial aspects of those concerns.

The action(s) of spatial planning aims to:

- Enable a vision and consistent direction for the future of the municipal area based on evidence, local distinctiveness, and community-derived objectives.
- Translate this vision and direction 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.
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

In essence, it entails more than land use management; it provides a key role in providing a long-term framework for development and coordinating policies across sectors. By so doing, effective spatial planning helps to avoid the duplication of efforts by the government and can assist in the coordination of sectoral policies to ensure maximum positive impact from the investment of resources to achieve the spatial vision as agreed to by all stakeholders.

Integrative Spatial Planning Approach

Spatial planning is critical for delivering economic, social and environmental benefits (refer to Box 1) by creating more stable and predictable conditions for investment and development, securing community benefits from development, and promoting prudent use of land and natural resources for development. Spatial planning is therefore an important lever for promoting sustainable development and improving the quality of life.

Integrative Spatial Planning is informed by universal planning approaches and concepts; normative - and developmental planning principles, norms and standards. These informants provide clarity on the scope and focus for achieving spatial planning outcomes/benefits (refer to Box 1 & Figure 1) for creating positively performing areas which are generally regarded as successful and liveable settlements.

The characteristics of a desirable and successful settlement tend to be:

- Integrated and connected,
- Inclusive,
- Convenient,
- Resilient and adaptable,
- Efficient,
- Safe and healthy,
- Economically supportive, and –
- Characterful and aesthetically pleasing.

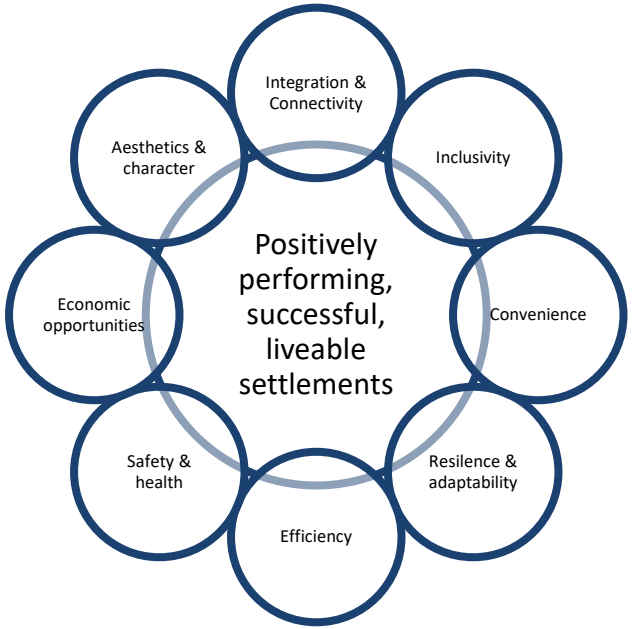


Figure 1

BOX 1: BENEFITS OF SPATIAL PLANNING

Economic benefits

- Providing more stability and confidence for investment;
- Identifying land in appropriate locations to meet the need for economic development;
- Ensuring that land for development is well placed in relation to the transport network and the labour force;
- Promoting environmental quality in both urban and rural areas, which can then create more favourable conditions for investment and development;
- Identifying development that meets the needs of local communities;
- Promoting regeneration and renewal;
- Making decisions in a more efficient and consistent way.

Social benefits

- Considering the needs of the local communities in policy development;
- Improving accessibility when considering the location of new development;
- Supporting the provision of local facilities where they are lacking;
- Promoting the re-use of vacant and derelict land, particularly where it has a negative impact on quality of life and economic development potential;
- Aiding the creation and maintenance of pleasant, healthy, and safe environments.

Environmental benefits

- Promoting regeneration and the appropriate use of land, buildings and infrastructure;
- Promoting the use of previously developed (brownfield) land and minimizing development on greenfield land;
- Conserving important environmental, historic and cultural assets;
- Addressing potential environmental risks (e.g. flooding, air quality);
- Protecting and enhancing areas for recreation and natural heritage;
- Promoting access to development by all modes of transport (e.g. walking, cycling, and public transport), not just by private vehicle;
- Encouraging energy efficiency in the layout and design of the development.

Box 1

To achieve these positively performing, successful, liveable settlements the following requirements are required of the planning system, namely:

- To achieve a greater mix of land uses and densities in the urban structure that provide a full range of urban functions – housing, employment and services – in a pattern which minimized the need to travel great distances to work, shop or conduct business. The efficient use of land needs to be compatible with social well-being and healthy environmental objectives.
- To initiate urban regeneration in inner city areas and main streets with high-density concentrations of mixed employment, residential and other uses. These areas with adequate investment in modernisation and renovation of the existing stock and infrastructure can provide housing closer to services and a wider range of lifestyle opportunities.
- To enhance and support the regeneration of housing estates through innovative financing, technological and regulatory initiatives, and demonstration projects. Focusing on the elimination of barriers towards investment will facilitate small-scale urban renewal through cooperative efforts and self-help.
- To enhance broad participation, improve community involvement and build support for sustainable planning policies and programmes; to promote community identity through the creation of meeting places, public spaces, pedestrian networks, and preservation of historic buildings and attractive streetscapes.
- To provide a range of cultural and recreation opportunities that correspond to diverse needs through efficient use of natural areas for passive recreation and cultural purposes; to maintain a system of integrated and interconnected open spaces, parks, and river valleys; to protect the natural habitat and resources in the areas.
- To provide water and sewerage infrastructure that accommodates the needs of the local community, while meeting the healthy environment objectives; to undertake the considerable improvement of existing infrastructure in order to reduce the amount of untreated urban runoff wastewater discharge; to increase the capacity of the existing infrastructure to accommodate urban growth and intensification.
- To improve and expand the transport system to meet the challenges of readjustment in the urban economy and to sustain the competitiveness of public transport. To maximise efficiency, supplement conventional public transit with specialised services directed at specific market segments; to promote energy efficiency and alternative modes of transport.

2. MSDF PROGRAMME

The system of Integrative Spatial Planning

One of the legislated spatial planning system tools available to Urban and Regional Planners is Spatial Development Frameworks (SDFs) — a strategic and integrated spatial planning policy —-, that must outline specific arrangements for prioritisation,

mobilising, sequencing and implementing public and private infrastructural and land development investment in the priority spatial structuring areas as identified in these spatial development frameworks to give effect to the vision, goals and objectives of the municipal Integrated Development Plan (IDP) or related business plans of the government.

The (MSDF) covers the jurisdictional area of the municipality. In the case of SM, the MSDF 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? What are the non-negotiables and fixes necessary to achieve the proposed development path, and which areas require more detailed studies/precinct plans?" — all while maintaining the best and sustainable use of resources.

With the reform in planning law a shift in focus to integrative spatial planning approach was facilitated. This shift results in:

- More effective coordination of sectoral actions that have a cross-sectional spatial dimension.
- Greater responsibility for operating the system for authorities at regional and local levels, while ensuring conformity and adequate support.
- More effective participation by local communities and other stakeholders.
- The ability of planning authorities to recoup a proportion of the financial gain from the allocation of development rights to private developers to provide or pay for externality effects and provide local community benefits.
- The responsible consideration of environmental impacts of development, so that any adverse impacts are mitigated and/or compensated for.

Users of the MSDF

The MSDF for SM targets two broad user categories. The first is the government sector, across spheres from national to local government, including State Owned Enterprises (SOEs). While the MSDF is informed by the spatial direction stated in national, provincial, and district level policy, it also sets out the municipality's spatial agenda for government departments across spheres of government to consider and follow. Most importantly, the MSDF outlines the municipality's spatial agenda to its own service departments, ensuring that their sector plans, programmes, and projects are grounded in a sound and common spatial logic.

The second user category is the private and community sector, comprising business enterprises, non-government organisations (NGOs), institutions, property developers, and private citizens. While the private sector operates with relative freedom spatially — making spatial decisions within the framework of land ownership, zoning, and associated regulations and processes — the MSDF gives an indication of where and how the municipality intends to channel public investment, influence, and other resources at its disposal. This includes where infrastructure and public facility investment will be prioritised, where private sector partnerships will be sought in development, and how the municipality will view applications for land use change.

Local spatial strategy informants to the MSDF (2019), review and proposed amendments (2022/2023)

The approved MSDF, 2019 was informed by various specialist and spatial strategies, namely:

- The development of scenarios of land demand to inform the development of a preferred 20-year growth strategy, development path, and nodal development concepts for SM. This work culminated in status quo and Urban Development Strategy (UDS) documents during 2017.
- The Rural Area Plan (RAP) which provides an analysis and synthesis of the rural areas of Stellenbosch Municipality.
- Heritage surveys and inventories of large-scale landscape areas in the rural domain of the municipality informing proposed heritage areas (complementing previous inventory work completed for urban areas).
- Approved Heritage Inventory, 2018
- Area-based planning investigations for parts of the municipality, notably Stellenbosch town, Klapmuts, and the area north of Kaymandi.
- Capital Expenditure Framework, 2019.

Since the approval of the MSDF (2019), related work has focused on:

- Area-based planning investigations for the Adam Tas Corridor, located in Stellenbosch town culminated in the approval and adoption of the Adam Tas Corridor Local Area Spatial Development Framework (ATC LASDF), 2022 and Development Guidelines. The catalytic

initiative was done in partnership with the WCG: DEA&DP.

- In parallel the Adam Tas Corridor Overlay Zone (2022/23) was developed and advertised for public comment. The intention is to finalise the overlay zone in 2023.
- A Memorandum of Understanding (MOU) was signed in 2022 by SM and the collective land owners in the ATC, confirming the spatial vision and implementation of the ATC LASDF. Council approved the MOU in August 2022.
- The Capital Expenditure Framework (CEF) was revised as part of the Integrated Urban development Grant (IUDG) in 2020 and 2021, in alignment with the municipal spatial vision as well as the functional areas (FAs) and priority development areas (PDAs) for the municipality in order to prepare a socio-economic and developmental profile for the municipality and each of the FAs and PDAs. This input enabled an extensive spatial demand quantification and setting of programmatic long-term infrastructure investment targets required to realise the spatial vision of the municipality.
- The Long-term Financial Plan/Strategy (2021) which forms a key component of the CEF was also completed in 2022 as a key budget impact simulator to determine the affordability envelope and the optimal funding mix for capital investment for the municipality based on profiles contained in the CEF.
- A Capital Planning Forum (CPF) was established in (…) to coordinate sector plans, prioritisation, mobilising, sequencing and implementing public infrastructural and land development investment in the priority spatial structuring areas.
- An updated CEF was commissioned in 2023 due to the approval of the ATC LASDF, 2022 and Development Guidelines. The intension is to finalise and adopt the updated CEF as part of the amendment of SDF/IDP process for 2023/2024.
- The Inclusionary Zoning Policy identified in the MSDF implementation framework was completed and has been published for public comment. The intention is to finalise the policy during 2023. This was done in partnership with the WCG: DEA&DP and Development Action Group (DAG), City of Cape Town and other metropolitan municipalities considering the development of the policy.
- Investigation of the Rhenish complex for economic development opportunities has been concluded in 2021/2022.This is linked to the proposed urban revitilisation of Mill Square and surrounds as initiated by Council in 2022.
- The Klapmuts Concept Plan was approved as part of the MSDF, 2019 and confirmed by Council in 2021. Support was provided for the establishment of the intergovernmental initiative around the development of Klapmuts (Stellenbosch – Drakenstien – WCG via DEA&DP – and other affected government departments) through the Greater Cape Metropolitan Regional Spatial Implementation Framework (GCMRSIF) Intergovernmental Steering Committee in order to ensure joint planning and development of the node.
- Significant progress has been made in planning and land use decisions for an “Innovation Precinct” or “Smart City district”, directly west of, and adjacent to Klapmuts South. A land agreement with the University of Stellenbosch (US) to possibly establish university related activities in this area is currently being negotiated. Phase 1 – 3 has been approved and some amendments to land use approvals are currently under consideration.
- To support the cross-border catalytic project identified in the MSDF to unlock development in Klapmuts North, as well as to enable the re-location of land extensive manufacturing, logistics, and warehousing enterprises from Stellenbosch town (linked to ATC LASDF) to Klapmuts, the SM accordingly submitted a municipal boundary redetermination application to the Demarcation Board in 2022. The Council approved the submission in 2022 and the re-determination process is currently in progress with feedback expected in 2023/2024.
- Correction of Tables 20 and 28 within the approved MSDF was adopted by Council in 2022.
- SM invasive alien plant management plan and Air Quality Management Plan was reviewed and adopted in November 2022.
- The amendment and adoption of the review of the Stellenbosch By-Law on Municipal Land Use Planning has been advertised for public

comment. The intention is to finalise the review of the by-law during 2023.

- The Housing Pipeline Review was approved in 2022, and the Integrated Human Settlements Plan (IHSP) is being updated and the intention is the finalise and adopt the policy during 2023.
- Comprehensive Integrated Transport Plan (CITP) has been updated and the intention is the finalisation and adoption of the policy during 2023.
- The Idas Valley/Botmaskop Nature Area Environmental Management Plan was approved by Council in February 2023.
- The Integrated Waste Management Plan for SM was approved in 2020.

In parallel to MSDF work, considerable progress has been made, in collaboration with the Western Cape Government (WCG) through participation in the Greater Cape Metropolitan Regional Spatial Implementation Framework (GCMRSIF) Intergovernmental Steering Committee — on a continuous basis – with adjoining municipalities to discuss regional spatial development trends, cross-border challenges, opportunities, risks and infrastructural constraints.

Continued partnership with all local municipalities within the Western Cape and the WCG:DEA&DP to share best practices and improving coordination on matters related to Spatial Planning and Land Use Management sector through the Western Cape Planning Heads Forum.

Process and Timeframes

The continued work on sector plans, prioritisation, mobilising, sequencing and implementing public infrastructural and land development investment over the medium term (10-years) through the CEF process has highlighted the need to strategically align some sector plans with the MSDF. Accordingly, the review and amendment process of the MSDF was initiated and approved by Council in November 2021 to enable improved municipal policy coherency and vertical alignment. 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.

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 committee and the publication of the proposed amendment of the 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 Practice Note was used as a guideline and the steps were recorded in the IDP and Budget Process Plan (as referenced above) in terms of Section 28 of the MSA.

Approach

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 amendment. 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. 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 strategy. Accordingly the status quo as part of the MSDF has been updated through the CEF process and are reflected in combination with the Status Quo of the MSDF, 2019 and CEF, 2021 in section (…) below. It should be noted that due to various catalytic projects being approved (i.e. ATC LASDF), the profile is currently being updated through the CEF process, 2022/2023 and will be adopted and attached as part of the amended MSDF, 2022/2023 in Part 7 of the document and Appendix G.

The approach for the amendment of the MSDF follows the SDF Guidelines (2017) and consists of four interlinked components in the MSDF process:

- Spatial analytics and urban profiling around substantive spatial themes,
- Developing a strategic vision and scenario building,
- Defining prioritized infrastructure investment and establishing linkage to financing, and –
- Contributing to knowledge exchange (change to M&E).

Some of the MSDF sections were found not necessary to be updated due to no changes being noted since the adoption of the MSDF (2020 - 2022) through the review process. The sections are listed below with an indication provided on which sections have been identified for updates.

Part 1: Introduction (updated)
Part 2: Legislative and Policy Context (partially)
Part 3: Status Quo, Challenges and Opportunities
Part 4: Vision and Concept
Part 5: Plans and Settlement Proposals (partially)
Part 6: Implementation Framework
Part 7: Capital Expenditure Framework (updated)
Part 8: Monitoring and Review
Part 9: Proposed development proposals and comments received for consideration in amended MSDF and maps

To ensure consistency and ease of reference the unchanged sections and maps are transposed into this report. The aim is to also assist in user-friendliness for the target audience.

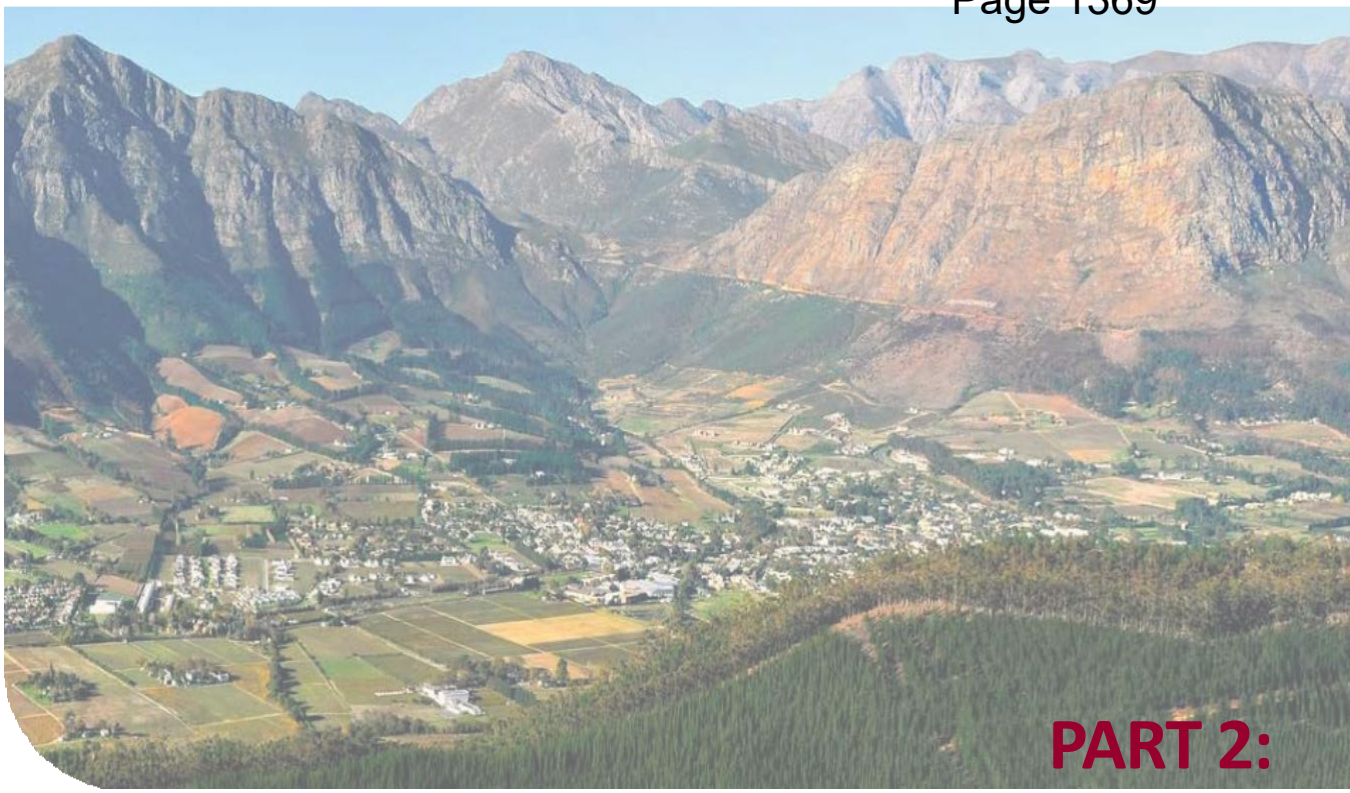
3. STRUCTURE OF THE AMENDED MSDF

The amended MSDF, 2023 are set out in the following parts:

Part 2: Legislative and Policy Context (upartially – IDP section)
Part 3: Status Quo, Challenges and Opportunities (unchanged)
Part 4: Vision and Concept (unchanged)
Part 5: Plans and Settlement Proposals (tables 20 and 28)
Part 6: Implementation Framework (unchanged)
Part 7: Capital Expenditure Framework (updated)
Part 8: Monitoring and Review (unchanged).

Appendices related to the status quo, guidelines, public input received and proposed amendments to the urban edge.

Appendix A: Policy Framework (unchanged)
Appendix B: Public comment received following the request for submission of development proposal (private & public) (updated)
Appendix C: Spatial Planning Categories, associated SEMF policy and WCG guidelines (unchanged)
Appendix D: Thematic guidelines drawn from "WCLUP: Rural Guidelines" which may be applicable to different SPCs (unchanged)
Appendix E: Norms / Guidelines for the size of agricultural holdings (unchanged)
Appendix F: Housing pipeline (updated)
Appendix G: Capital Expenditure Framework (updated)



PART 2:

LEGISLATIVE AND POLICY CONTEXT

4. LEGISLATIVE AND POLICY CONTEXT

The sections below outline key legislative and policy informants of the MSDF (including the amendment).

Legislative Requirements for MSDFs

4.1 Municipal Systems Act

The Municipal Systems Act, 32 of 2000 (MSA) first introduced the concept of a MSDF as a component of the mandatory IDP that every municipality must adopt to govern its allocation of resources. Chapter 5 of the Act deals with integrated development planning and provides the legislative framework for the compilation and adoption of IDPs by municipalities. Within the chapter, section 26(e) specifically requires an SDF as a mandatory component of the municipal IDP. In 2001 the Minister for Provincial and Local Government issued the Local Government: Municipal Planning and Performance Management Regulations. Within these regulations, Regulation 2(4) prescribes the minimum requirements for a MSDF.

4.2 Spatial Planning and Land Use Management Act

With the enactment of the Spatial Planning and Land Use Management Act 16 of 2013 (SPLUMA), a new planning regime was introduced in South Africa. It replaced disparate apartheid era laws with a coherent legislative system as the foundation for all spatial planning and land use management activities in South Africa. It seeks to promote consistency and uniformity in procedures and decision-making. Other objectives include addressing historical spatial imbalances and the integration of the principles of sustainable development into land use and planning regulatory tools and legislative instruments. In broad terms, SPLUMA differentiates between two components of the planning system:

- SDFs; and -
- The Land Use Management System (LUMS).

As indicated above, SDFs are guiding and informing documents that indicate the desired spatial form of an area and define strategies and policies to achieve this. They inform and guide the LUMS, which includes town planning and zoning schemes, allocating development rights, and the procedures and processes for maintaining the maintenance of or changes in development rights.

SDFs can be prepared for different spatial domains, for example, the country, a province or region, municipal area (MSDF), or part of a municipal area. Plans for parts of a municipal area are referred to as Local Spatial Development Framework (LSDFs) or Precinct Plans. In terms of SPLUMA, a MSDF covers a longer time horizon (i.e. five years or longer) than spatial plans, and sets out strategies for achieving specific objectives over the medium to longer term (10 – 20 years). SDFs are not rigid or prescriptive plans that predetermine or try to deal with all eventualities, or sets out complete land use and development parameters for every land portion or cadastral entity. They should, however, contain sufficient clarity and direction to provide guidance to land use management decisions while still allowing some flexibility and discretion. MSDFs need to distinguish between critical non-negotiables and fixes, and what can be left to more detailed studies. They should be based on normative principles including performance principles that form the basis of monitoring and evaluation of impacts.

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. These principles, outlined in more detail in Table 1, include the redress of spatial injustices and the integration of socio-economic and environmental considerations in land use management to balance current development needs with those of the future generations in a transformative manner. SPLUMA reinforces and unifies the National Development Plan (NDP) in respect of using spatial planning mechanisms to eliminate poverty and inequality while creating conditions for inclusive growth by seeking to foster a high-employment economy that delivers on social and spatial cohesion.

The SPLUMA principles are aligned with key international treaties and conventions, supported by South Africa, and including the UN Agenda for Sustainable Development, and its associated sustainable development goals (SDGs) and implementation programmes.

Chapter 4 of SPLUMA provides requirements for the preparation of SDFs, which includes stipulations regarding the process of preparing a SDF and the contents of an SDF. All spheres of government must prepare SDFs that establish a clear vision for spatial development, based on a thorough inventory and analysis and underpinned by national spatial planning principles and local long- term development goals and plans. Sub-section 12(2) of SPLUMA requires that all three spheres must participate in each other's processes of spatial planning and land use management and each sphere must be guided by its own SDF when taking decisions relating to land use and development.

Section 12 (1) of sets out general provisions which are applicable 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 the 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 sector 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 particular spatial patterns of growth and development and the policies and strategies necessary to mitigate those risks.
- Provide direction for strategic developments, infrastructure investment, promote efficient, sustainable and planned investments by all sectors.

SDFs should include:

- A report on and an analysis of existing land use patterns.
- A framework for desired land use patterns.
- Existing and future land use plans, programmes and projects relative to key sectors of the economy.
- Mechanisms for identifying strategically located vacant or under-utilised land and for providing access to and the use of such land.

The time frames for the preparation of a MSDF overlaps with that of the municipal IDP. At the municipal level, IDPs, which include budget projections, financial and sector plans, are set every five years correlating with political terms of office in local government. MSDFs should be subject to a major review every five years, with less comprehensive reviews annually.[2]

In support of SPLUMA, the Department of Rural Development (DRD&LR) and Land Reform prepared detailed process and content “Guidelines for the Development of Provincial, Regional and Municipal Spatial Development Frameworks and Precinct Plans”. The SM follows these guidelines in its work on the MSDF.

PRINCIPLE	MEANING
SPATIAL JUSTICE	• 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 land use schemes, 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 be impeded or restricted in the exercise of its discretion solely because the value of land or property is affected by the outcome of the application.
SPATIAL EFFICIENCY	• 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, streamlined, and timeframes adhered to by all • parties.
SPATIAL SUSTAINABILITY	• Only land development that is within the fiscal, institutional and administrative means of government may be • promoted. • Special consideration must be given to the protection of prime and unique agricultural land. • Land use issues must be dealt consistently in accordance with environmental management instruments. • Land use management and planning must promote and stimulate the effective and equitable functioning of land markets. • Current and future costs to all parties must be considered when providing infrastructure and social services for land developments. • Land development should only be promoted in locations that are sustainable, limit urban sprawl, and result in communities that are viable.
SPATIAL RESILIENCE	• Spatial plans, policies and land use management systems must be flexible to ensure sustainable livelihoods in • communities most likely to suffer the impacts of economic and environmental shocks.
GOOD ADMINISTRATION	• All spheres of government must ensure an integrated approach to land use and land development. • 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. • The preparation and amendment of spatial plans, policies, land use schemes as well as procedures for development applications, must include transparent processes of public participation that afford all parties the opportunity to provide inputs on matters affecting them. • Policies, legislation and procedures must be clearly set out in a manner which informs and empowers the public.

4.3 National Environmental Management Act

Similar to SPLUMA, the National Environmental Management Act, Act 107 of 1998 (NEMA), is identified as "framework legislation", intended to define overarching and generally applicable principles to guide related legislation as well as all activities integral to environmental management. Its broad purpose is to provide for co-operative environmental governance by establishing principles for decision-making on matters effecting the environment, institutions that will promote co-operative governance and procedures for coordinating environmental functions exercised by organs of the state, provide for certain aspects of the administration and enforcement of other environmental management laws, and related matters.

NEMA is critical in so far as the issues of environmental sustainability, resilience to climate change, and wise use of the natural resource base, are key to the current and future socio-economic wellbeing of residents in the municipal area. This is especially so because of the fact that sectors such as agriculture and tourism, which all rely to a great extent on the natural assets of the area, remain of great importance to the local economy and are likely to do so in future. In this regard, the National Environmental Management Principles are important and are to be applied in tandem with the development principles set out in SPLUMA. It is also notable that both SPLUMA and NEMA provide for an integrated and coordinated approach towards managing land use and land development processes. This approach is based on co-operative governance and envisages the utilization of spatial planning and environmental management "instruments" such as SDFs and environmental management frameworks to align the imperatives of enabling development whilst ensuring that biodiversity and other critical elements of the natural environment are adequately protected to ensure sustainability.

4.4 The Western Cape Government Land Use Planning Act

The Western Cape Government (WCG), through the Land Use Planning Act 3 of 2014 (LUPA), has adopted its own legislation to consolidate the legal requirements that relates to spatial planning and public investment in the Western Cape. There is some overlap between SPLUMA and LUPA with regard to aspects such as the content and process of preparing and adopting a MSDF. In terms of LUPA, a MSDF must:

- Comply with other applicable legislation.
- Promote predictability in the utilisation of land.
- Address development priorities.
- Where relevant, provide for specific spatial focus areas, including towns, other nodes, sensitive areas, or areas experiencing specific development pressure.
- Consist of a report and maps covering the whole municipal area, reflecting municipal planning and the following structuring elements:
    - Transportation routes.
    - Open space systems and ecological corridors.
    - Proposed major projects of organs of state with substantial spatial implications.
    - Outer limits to lateral expansion.
    - Densification of urban areas.

LUPA also sets out the minimum institutional arrangements for preparing SDFs, enabling participation across spheres of government and sectors. These institutional arrangements are further described in the SM Municipal Land Use Planning By-law 2015 (MPBL). The by-law will gives effect to the municipal planning function allocated to municipalities in terms of Part B of Schedule 4 of the Constitution and certain requirements set out in SPLUMA and LUPA.

Policy Context for SDFs

Numerous policy frameworks focus the work of government holistically, the spatial arrangement of activities or specific sectors. These are explored fully in the IDP. In the sections below, only key spatial policy informants are summarised, namely the National Development Plan (NDP), the national Integrated Urban Development Framework (IUDF), the WCG's Provincial Spatial Development Framework (PSDF), the Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF), and the IDP. A fuller set of applicable policy is attached in table form as Appendix A.

4.5 The National Development Plan 2030

The National Development Plan 2030 (NDP), developed by the National Planning Commission and adopted in 2012, serves as the strategic framework guiding and structuring the country's development imperatives and is supported by the New Growth Path (NGP) and other national strategies. In principle, the NDP is underpinned by, and seeks to advance, a paradigm of development that sees the role of government as enabling by creating the conditions, opportunities and capabilities conducive to sustainable and inclusive economic growth. The NDP sets out the pillars through which to cultivate and expand a robust, entrepreneurial and innovative

economy that will address South Africa's primary challenge of significantly rolling back poverty and inequality by 2030.

The legacy of apartheid spatial settlement patterns that hinder inclusivity and access to economic opportunities, as well as the poor location and under-maintenance of major infrastructure, are two of the nine identified core challenges facing the country's development. Aimed at facilitating a virtuous cycle of expanding opportunity for all, the NDP proposes a program of action that includes the spatial transformation of South Africa's towns, cities and rural settlements given the "enormous social, environmental and financial costs imposed by spatial divides". Of particular relevance for the SM MSDF are the recommendations set out in Chapter 8: Transforming Human Settlements and the National Space Economy, including the upgrading of all informal settlements on suitable, well-located land; increasing urban densities to support public transport and reduce sprawl; promoting mixed housing strategies and compact urban development in close proximity to services and livelihood opportunities; and investing in public transport infrastructure and systems (with a special focus on commuter rail) to ensure more affordable, safe, reliable and coordinated public transport.

4.6 Integrated Urban Development Framework

The Integrated Urban Development Framework (IUDF), approved by National Cabinet in 2016, aims to steer urban growth nationally towards a sustainable model of compact, connected and coordinated towns and cities. The IUDF provides a roadmap to implement the NDP's vision for spatial transformation, creating liveable, inclusive and resilient towns and cities while reversing apartheid spatial legacy. To achieve this transformative vision, four overall strategic goals are introduced:

- Spatial integration; to forge new spatial forms in settlement, transport, social and economic areas.
- Inclusion and access; to ensure people have access to social and economic services, opportunities and choices.
- Growth: to harness urban dynamism for inclusive, sustainable economic growth and development.
- Governance; to enhance the capacity of the state and its citizens to work together to achieve spatial and social integration.

These strategic goals inform the priority objectives of nine policy levers, premised on the understanding that integrated urban planning forms the basis for achieving integrated urban development, which follows a special sequence of urban policy actions. Integrated transport needs to inform targeted investments into integrated human settlements, underpinned by integrated infrastructure network systems and efficient land governance. The IUDF states that, taken all together, these levers can trigger economic diversification, inclusion and empowered communities, if supported by effective governance and financial reform.

4.7 The WCG Provincial Spatial Development Framework

The WCG's Provincial Spatial Development Framework (PSDF) sets out to:

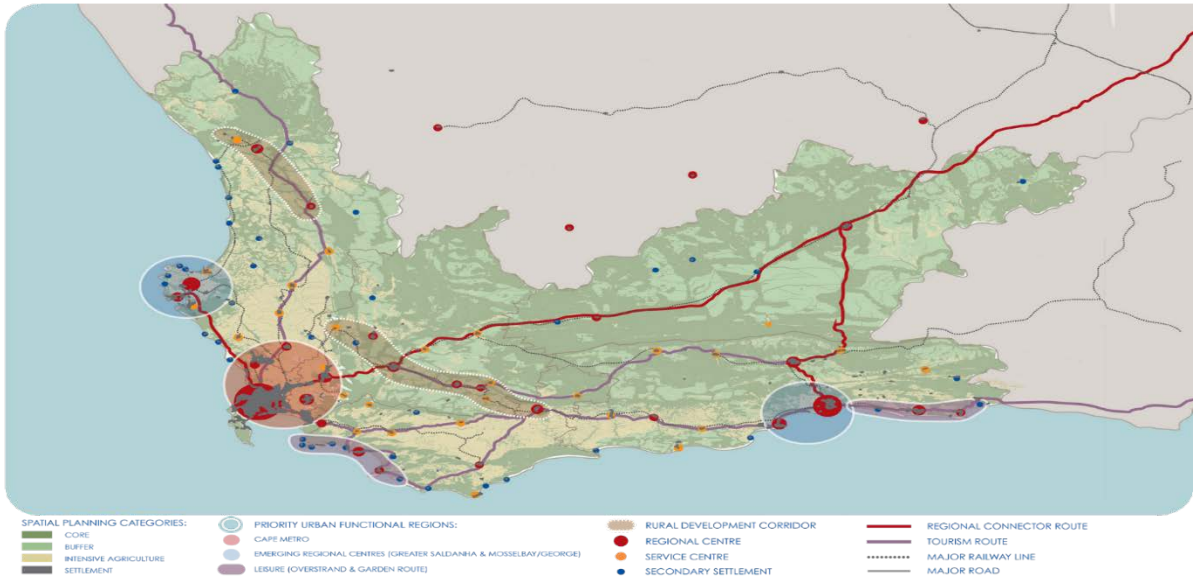
- Address the lingering spatial inequalities that persist because of apartheid's legacy — inequalities that contribute both to current challenges (lack of jobs and skills, education and poverty, and unsustainable settlement patterns and resource use) and to future challenges (climate change, municipal fiscal stress, food insecurity, and water deficits).
- Provide a shared spatial development vision for both the public and private sectors and to guide to all sectoral considerations about space and place.
- Direct the location and form of public investment and to influence other investment decisions by establishing a coherent and logical spatial investment framework.

The spatial agenda advocated by the PSDF is summarised in Table 2.

The PSDF sets out the key strategic spatial transitions required to achieve a more sustainable use of provincial assets, the opening-up of opportunities in the space-economy and the development of integrated and sustainable settlements. These are summarised in Table 3.

The PSDF includes a composite map which graphically portrays the Western Cape's spatial agenda. In line with the Provincial spatial policies, the map shows what land use activities are suitable in different landscapes and highlights where efforts should be focused to grow the Provincial economy. For the agglomeration of urban activity, the Cape Metro functional region, which includes the SM, as well as the emerging regional centres of the Greater Saldanha functional region and the George/ Mossel Bay functional region, is prioritised.

Focus	What it Involves
GROWING THE WESTERN CAPE ECONOMY IN PARTNERSHIP WITH THE PRIVATE SECTOR, NON-GOVERNMENTAL AND COMMUNITY BASED ORGANISATIONS	• Targeting public investment into the main driver of the Provincial economy (i.e. the Cape Metro functional region, the emerging Saldanha Bay/ Vredenburg and George/ Mossel Bay regional industrial centres, and the Overstrand and Southern Cape leisure and tourism regions). • Managing urban growth pressures to ensure more efficient, equitable and sustainable spatial • performance. • Aligning, and coordinating public investments and leveraging private sector and community investment to restructure dysfunctional human settlements. • Supporting municipalities in managing urban informality, making urban land markets work for the poor, broadening access to accommodation options, and improving living conditions. • Promoting an urban rather than suburban approach to settlement development(i.e. • diversification, integration and intensification of land uses). • Boosting land reform and rural development, securing the agricultural economy and the vulnerability of farm residents, and diversifying rural livelihood and income earning opportunities.
USING INFRASTRUCTURE INVESTMENT AS PRIMARY LEVER TO BRING ABOUT THE REQUIRED URBAN AND RURAL SPATIAL TRANSITIONS	• Aligning infrastructure, transport and spatial planning, the prioritisation of investment and on the ground delivery. • Using public transport and ICT networks to connect markets and communities. • Transitioning to sustainable technologies, as set out in the WCIF. • Maintaining existing infrastructure.
IMPROVING OVERSIGHT OF THE SUSTAINABLE USE OF THE WESTERN CAPE'S SPATIAL ASSETS	• Safeguarding the biodiversity network and functionality of ecosystem services, a prerequisite for a sustainable future. • Prudent use of the Western Cape's precious land, water and agricultural resources, all of which underpin the regional economy. • Safeguarding and celebrating the Western Cape's unique cultural, scenic and coastal resources, on which the tourism economy depends. • Understanding the spatial implications of known risks (e.g. climate change and its economic impact, sea level rise associated with extreme climatic events) and introducing risk mitigation and/or adaptation measures.



PSDF THEME	FROM	TO
Resources and Assets (Bio-Physical Environment)	Mainly curative interventions	More preventative interventions
	Resource consumptive living	Sustainable living technologies
	Reactive protection of natural, scenic and agricultural resources	Proactive management of resources as social, economic and environmental assets
Opportunities in the Space Economy (Socio-Economic Environment)	Fragmented planning and management of economic infrastructure	Spatially aligned infrastructure planning, prioritisation and investment
	Limited economic opportunities	Variety of livelihood and income opportunities
	Unbalanced rural and urban space economies	Balanced urban and rural space economies built around green and information technologies
Integrated and Sustainable Settlements (Built Environment)	Suburban approaches to settlement	Urban approaches to settlement
	Emphasis on 'greenfields' development and low density sprawl	Emphasis on 'brownfields' development
	Low density sprawl	Increased densities in appropriate locations aligned with resources and space-economy
	Segregated land use activities	Integration of complementary land uses
	Car dependent neighbourhoods and private mobility focus	Public transport orientation and walkable neighbourhoods
	Poor quality public spaces	High quality public spaces
	Fragmented, isolated and inefficient community facilities	Integrated, clustered and well located community facilities
	Focus on private property rights and developer led growth	Balancing private and public property rights and increased public direction on growth
	Exclusionary land markets and top-down delivery	Inclusionary land markets and partnerships with beneficiaries in delivery
	Limited tenure options and standardised housing types	Diverse tenure options and wider range of housing typologies
	Delivering finished houses through large contracts and public finance and with standard levels of service	Progressive housing improvements and incremental development through public, private and community finance with differentiated levels of service

4.8 The Greater Cape Metro Regional Spatial Implementation Framework

The Greater Cape Metro (GCM) Regional Spatial Implementation Framework (RSIF), completed under the guidance of the WCG in 2017, aims to build consensus between the spheres of government and state-owned companies on what spatial outcomes the GCM should strive for, where in space these should take place, and how they should be configured. The GCM covers the municipal jurisdictions of Cape Town, Saldanha Bay, Swartland, Drakenstein, Stellenbosch, Breede Valley, Theewaterskloof, and Overstrand.

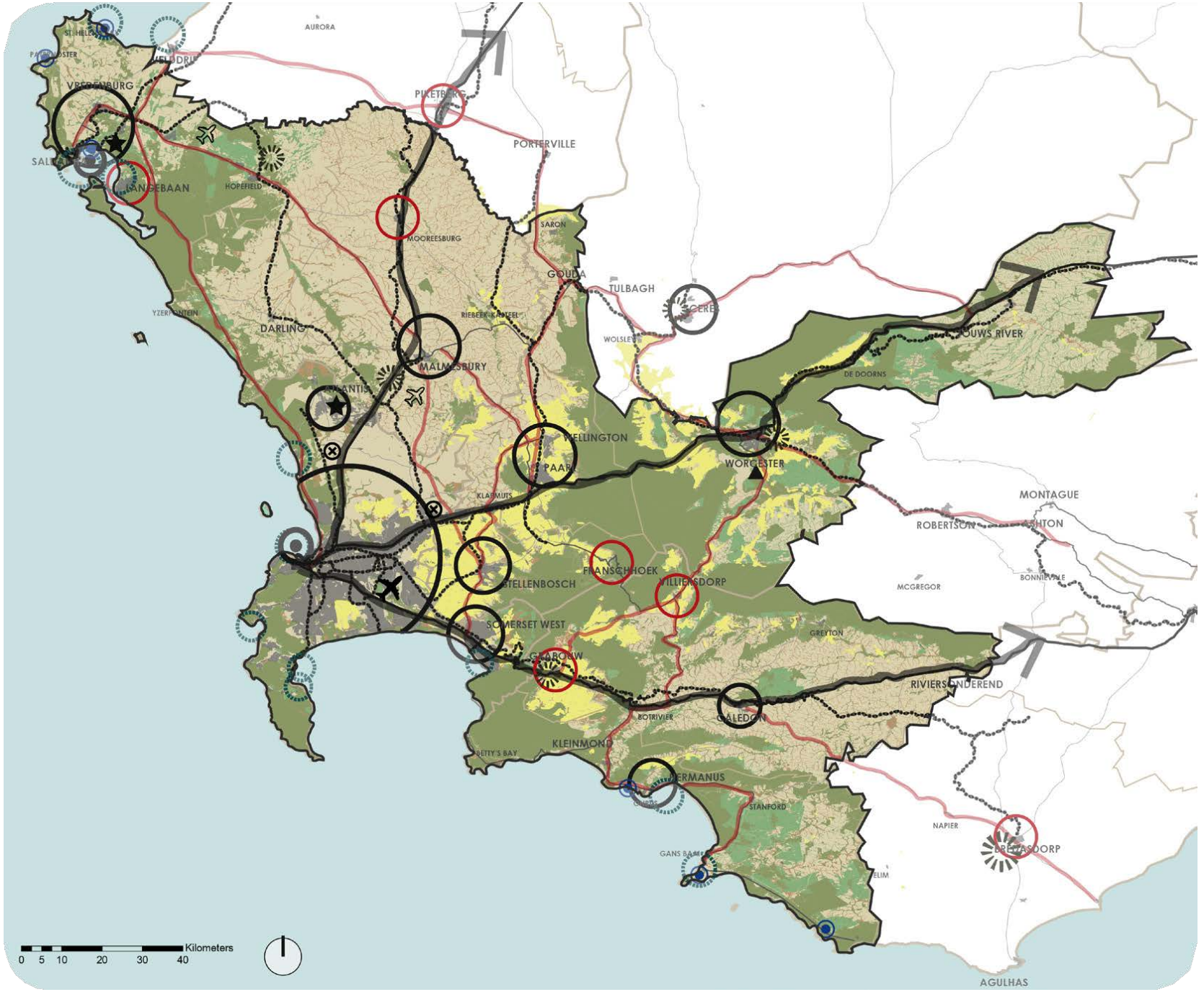
The regional settlement concept proposed by the GCM RSIF is built on the following key tenets:

- Containing settlement footprints by curtailing the further development of peripheral dormitory housing projects.
- Targeting built environment investments within regional centres, specifically in nodes of high accessibility and economic opportunity.
- Targeting these locations for public and private residential investment, especially rental housing, to allow for maximum mobility between centres within the affordable housing sector.
- Using infrastructure assets (specifically key movement routes) as “drivers” of economic development and job creation.
- Promoting regeneration and urban upgrading within strategic economic centres as well as high-population townships across the functional region.
- Shifting to more urban forms of development within town centres including higher densities and urban format social facilities.
- Connecting these nodes within an efficient and flexible regional public transport and freight network.
- Maintaining valuable agricultural and nature assets.

In terms of role and function, Paarl and Wellington is designated as the Northern Winelands service, administrative, tertiary education, agri-processing and distribution, and tourist centre, with very high or high growth potential. Stellenbosch is designated as the Southern Winelands service, administrative, tertiary education and research, and agri-processing centre, as well as home to multi-national enterprise headquarters, a key tourism destination, and focus for technology industry, with very high growth potential.

In relation to Klapmuts, the RSIF recognises that:

- Existing infrastructure in the area (i.e. the N1, R101, R44 and the Paarl-Bellville railway line and station), which dictate the location of certain transport, modal change or break-of-bulk land uses.
- Klapmuts is a significant new regional economic node within 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”.



Legend

Spatial Planning Categories

- Core 1
- Core 2
- Buffer 1
- Buffer 2
- Intensive Agriculture
- Settlement
- National Freight Corridors
- Regional Freight Corridors
- Rail Network
- Cape Town International Airport
- Additional Airport Options
- Harbours
- Regional Centres
- District Centres
- Inland Port Site Options
- Sea Port
- Proposed Agri-Hubs
- Proposed Aqua Parks & Hubs
- Special Economic Zones (SEZ)
- Rural Development Area

4.9 SM Integrated Development Plan

The SM Integrated Development Plan 2022-2027 (IDP) is aimed at coordinating the efforts of various municipal departments in achieving the vision for the municipality as a "integrated valley of opportunity and innovation". Efforts to achieve this vision are channeled into five specific focus areas:

- Valley of possibility – aimed at attracting investment, growing the economy and employment.
- Green and sustainable valley – aimed at ensuring that the asset base of the municipality is protected and enhanced.
- Safe Valley – aimed at ensuring that its residents are and feel safe.
- Dignified living – aimed at improving conditions for residents through access to education and economic opportunities.
- Good governance and Compliance – aimed at ensuring that municipality is managed efficiently and effectively to the benefit of all stakeholders.

Budget expenditure is closely linked to these focus areas and achieving these outcomes.

Table 4 illustrates how the MSDF will contribute, in terms of its focus and contribution, to achieving the aims articulated for each strategic focus area. The intent of the Strategic goals for the 5th Generation IDP 2022-2027 will remain the same as the strategic goals of the 4th Generation IDP. The strategic focus areas directly relates to achieving the five municipal strategic focus areas contained in the IDP. The table below illustrates the spatial alignment between the IDP and 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 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.

Policy implications

The table below sets out key policy imperatives for the MSDF in summary form, drawn from higher level policy directives and organised in relation to broad themes of enquiry identified in the SPLUMA guidelines.

THEME	SUB-THEME	IMPLICATIONS FOR THE SM SDF	
BIOPHYSICAL ENVIRONMENT	**Biodiversity and ecosystem services** **Water** **Soils and mineral resources** **Resource consumption and disposal** **Landscape and scenic assets**	• Protection and extension of Critical Biodiversity Areas, protected, and vulnerable areas. • Precautionary approach to climate change and sea level rise. • Responsible water use. • Protection of water resources. • Protection of valuable soils for agriculture.	• Protection of mineral resources for possible extraction. • Energy efficiency and change to alternative fuels. • Waste minimization and recycling. • Retaining the essential character and intactness of wilderness areas.
SOCIO-ECONOMIC ENVIRONMENT	**Regional and municipal economic infrastructure** **Rural space-economy** **Settlement space-economy**	• Developing and maintaining infrastructure as a basis for economic development and growth • The protection of agricultural land, enablement of its use and expansion of agricultural output. • Focus on undeveloped and underdeveloped land in proximity to existing concentrations of activity and people and as far as possible within the existing footprint of settlements. • The protection and expansion of tourism assets. • The expansion of entrepreneurial opportunity (also for emergent entrepreneurs).	• Focus resources in those areas that have both high or very high growth potential, as well as high to very high social need. • Better linkages between informal settlements/ poorer areas and centres of commercial/ public activity. • A richer mix of activities in or proximate to informal settlements (including employment opportunity). • The protection and expansion of tourism assets. • The expansion of entrepreneurial opportunity (also for emergent entrepreneurs).
BUILT ENVIRONMENT	**Sense of place and settlement patterns** **Accessibility** **Land use and density** **Facilities and social services** **Informality, housing delivery, inclusion and urban land markets**	• The protection of places and buildings of heritage/ cultural value (while ensuring reasonable public access, also as a means of economic development). • A focus on public transport to ensure user convenience and less dependence on private vehicles (there is a recognition that • many citizens will never afford a private vehicle and that the use • of private vehicles has significant societal costs). • Compact, denser development. • Pedestrian friendly development.	• A focus on improving and expanding existing facilities (schools, libraries, and so on) to be more accessible and offer improved services. • The significance of well-located and managed public facilities as a platform for growth, youth development, increased wellness, safety, and overcoming social ills. • The clustering of public facilities to enable user • convenience and efficient management. • The upgrading of informal settlements. • Housing typologies which meet the different needs of households and income groups.
GOVERNANCE	**Way of work**	• A more coordinated and integrated approach in government planning, budgeting and delivery. • Partnering with civil society and the private sector to achieve agreed outcomes (as reflected in the IDP and associated frameworks/ plans).	• Active engagement with communities in the planning, resourcing, prioritization, and execution of programmes and projects.



PART 3:

STATUS QUO, ISSUES, CHALLENGES & OPPORTUNITIES

5. SPATIAL CONTEXTUALISATION

Demarcation history

South Africa undergoes a reassessment of its municipal boundaries before each municipal election. Changes in municipal boundaries affect all levels of planning and also long-term development strategies. The next table shows the municipality(s) which previously formed part of the current municipality.

	2011	2006	2001
District municipality(s) / Metropolitan area(s) affected:	Cape Winelands	Cape Winelands DC	Boland DM, City of Cape Town MM
Local municipality(s) affected:	Stellenbosch	Stellenbosch	City of Cape Town
Number of wards	22	19	19

The data shows that Stellenbosch had little demarcation disruptions over its history. This contributes to stability in the municipal administrative area. Major shifts in demarcations can have a disruptive impact.

Regional context

Stellenbosch Municipality (SM) is located in the heart of the Cape Winelands, a highly valued cultural landscape with globally important natural habitats. The municipality is bounded to the east and south by the Drakenstein, Wemmershoek and Limietberg mountain ranges. The Hottentots Holland range (i.e. Stellenbosch, Jonkershoek and Simonsberg Mountains) and the Bottelary Hills form the backdrop to the town of Stellenbosch itself. These mountains, and the fertile agricultural valleys which they shelter, are key elements contributing to the sense of place of the municipal area. Significant portions of the municipality fall within globally recognised biosphere areas with large tracts of land designated as public and private conservation areas.

The greater part of the municipal area comprises fertile soils, constituting some of the country's highest yielding agricultural land (in terms of income and employment generation). The region's extensive agricultural areas, particularly those under vineyards and orchards, also attribute scenic value and character to the region, valued by both local inhabitants and visitors. Nature, scenic value, and agriculture add significantly to the value of the area as one of South Africa's premier tourist destinations.

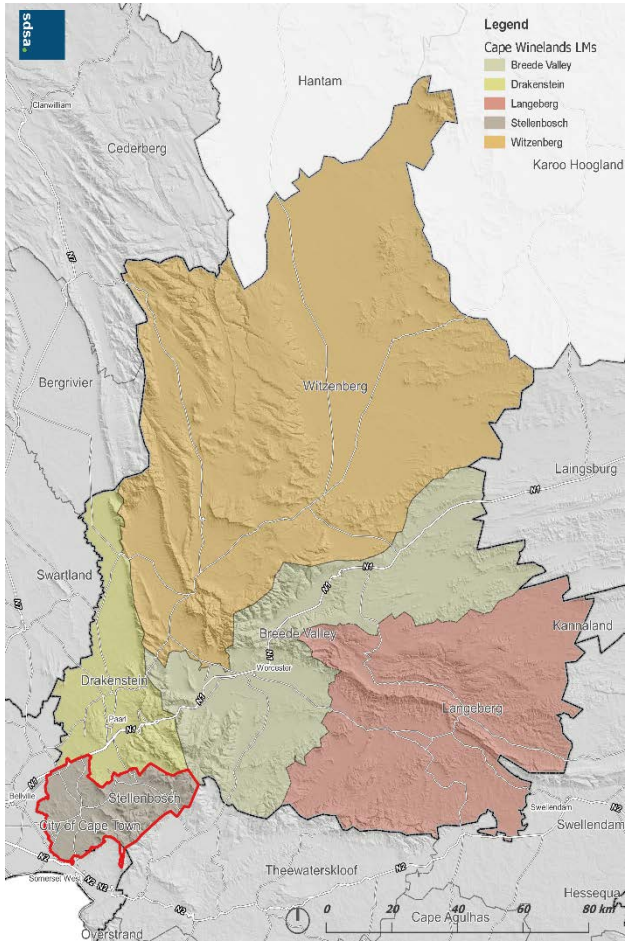
Institutionally, SM forms part of the Cape Winelands District Municipality (CWDM) of the Western Cape Province of South Africa. The municipality adjoins the City of Cape Town (CoCT) to the west and south and the Breede Valley, Drakenstein and Theewaterskloof Municipalities to the east and north (refer to Figure 2).

Functionally, SM forms part of the Cape Town Region and covers a geographical area of approximately 830km².

Local context

The main settlements are the historic towns of Stellenbosch (including Jamestown) and Franschhoek, and Klapmuts. There are also several smaller rural nodes, including Pniel, Johannesdal, Lanquedoc, Lynedoch, and Raithby. New nodes are emerging around agricultural service centres, for example, Koelenhof and Vlottenburg.

The location of Stellenbosch in the regional context is significant. On the one hand, it has a strong link with the Cape Town area through its location. On the other hand, however, its location on the fringe of one of South Africa's most prominent city regions provides challenges in its spatial and economic competitiveness. Issues related to its urban-rural transitional character



provide challenges of growth and development (refer to Figure 3).



Part 5.

PLANS AND SETTLEMENT PROPOSALS

Table 20. Plan Elements and Proposals for Stellenbosch Town

TYPE OF	SDF ELEMENT ACTION	SPATIAL PROPOSALS	RELATED NON SPATIAL PROPOSALS
Protective Actions	CBAs, ESA's, Protected areas	• Maintain and improve the nature areas surrounding Stellenbosch town. • Work to increasingly connect and integrate nature areas, also with the urban green areas, to form an integrated green web or framework across the town and its hinterland area.	• Implement management actions contained in the SEMF.
	Water courses	• Improve public continuity, access, and space along the Kromrivier, Plankenbrug, Eerste River, and Blaauklippen River corridors.	• Improve water quality in the Plankenbrug River (through infrastructure improvements in
	Agricultural land	• Retain and improve the relationship between Stellenbosch town and surrounding agricultural land.	
	Urban edge	• As a general principle, contain the footprint of Stellenbosch town as far as possible within the existing urban edge (while enabling logical, small extensions).	
	Scenic landscapes, scenic routes, special places	• Retain the strong sense of transition between agriculture and human settlement at the entrances to the town.	
	Historically and culturally significant precincts and places	• Maintain the integrity of historically and culturally significant precincts and places (as indicated in completed surveys). • Improve public space and movement routes within historically and culturally significant precincts, with a focus on pedestrianism. • Work to grow the extent of historically and culturally significant precincts and places in daily use and accessible to the public (through appropriate re-design and use of specifically disused industrial buildings along the Adam Tas Corridor). • Define and hold the northern and eastern edges of Kayamandi. • Support land use change along George Blake Road to enable the integration of Kayamandi with the Adam Tas Corridor and Stellenbosch central area.	
Change Actions	Informal settlements to be upgraded	• Support land use change along George Blake Road to enable the integration of Kayamandi with the Adam Tas Corridor and Stellenbosch central area.	• Utilise government land assets to enable integration between informal settlements and established areas.
	Areas for residential densification and infill	• Pro-actively support higher density infill residential opportunity in the town centre, areas immediately surrounding it, and along major routes (with consideration of historic areas and structures).	• Utilise government land assets to enable residential densification and infill development.
	Areas for mixed land use and improved economic opportunity	• Retain and actively support mixed use redevelopment and building within the town centre and surrounding areas, comprising living space above active street fronts. • Actively support pedestrianism and improved public space within the old town centre	• Support private sector led institutional arrangements assist with urban management in the town centre.
	Improved access and mobility	• Pro-actively improve conditions for walking and NMT within Stellenbosch town. • Improve access to the Techo Park, specifically from the north-west.	• Pro-actively, and in partnership with key corporations/ institutions, introduce transport mode demand measurements favouring public and NMT. • Ensure that the design of all roads within and surrounding the town provides for appropriate NMT movement.
	Community/ Institutional use	• Cluster community facilities together with commercial, transport, informal sector and other activities so as to maximise convenience, safety and socio-economic potential. • Retain, as far as is possible, University and other educational uses within Stellenbosch town.	• Actively support the shared use of community facilities.
	Improved landscaping and public amenity	• As far as possible, focus investment in parks, open space, and social facilities accessible by public and NMT, in this way also increasing the surveillance of these facilities.	• Actively involve local communities in the development and management of public amenities.

New Development Actions	**Significant new mixed use development**	• Develop the Adam Tas Corridor as a mixed-use, high density urban district, with strong internal and external public and NMT connections.	• Support private sector led institutional arrangements to enable joint planning and redevelopment. • Support redevelopment by making available government land assets.
	Significant new residential development	• Support inclusive infill development on vacant public land within Cloetesville, Idas Valley, Central Stellenbosch, • and Jamestown. • Support infill development on private land within Stellenbosch town in a manner which serves to compact the • town, expand residential opportunity, and rationalize the edges between built and unbuilt areas.	
	Significant change to access and mobility provision	• Explore the feasibility of changing/ complementing the rail service along the Baden Powell Drive-Adam Tas-R304 corridor to a system providing a more frequent, flexible service better integrated into the urban realm. Alternatively, a regular bus service should be explored serving the same route.	• Support private sector led institutional arrangements to enable joint planning and unlocking of the opportunity.



Part 6.

IMPLEMENTATION FRAMEWORK

Table 28. Proposed Settlement Hierarchy

	ROLE	DEVELOPMENT AND LAND USE MANAGEMENT FOCUS
PRIMARY SETTLEMENTS		
STELLENBOSCH TOWN	• 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.	• 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 town. • Enablement of the Adam Tas Corridor. • Sensitive residential infill and compaction. • Drive to established "balanced" precincts (e.g. Cloetesville). • Public transport development, travel demand management, parking controls, and NMT improvements.
KLAPMUTS	• Focus for economic development (utilizing a favorable location for manufacturing, logistics, and warehousing enterprises) and associated residential opportunity.	• Support for development of RE/Farm 736 as a lever to economic development utilising a favorable 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	• Secondary service centre, significant tourist destination, • and place of residence.	• 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 SETTLEMENTS		
LA MOTTE	• Contained rural settlement.	• Diversification of existing activities to curtail the need for movement. • Sensitive location of diversified uses closer to the R45. • Limited further housing development.
WEMMERSHOEK	• Contained rural settlement.	• Possible extension of residential opportunity linked to re-use of saw-mill site and local employment opportunity.
GROOT DRAKENSTEIN	• Contained historic rural settlements.	• Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunity.
DWARS RIVER VALLEY	• Contained historic rural settlements.	• Accommodation of sensitive private and public sector initiatives offering expanded livelihood (including tourism) and residential opportunity.
JONKERSHOEK	• Contained, but dispersed collection of institutional, recreational and residential uses.	• Rationalisation and containment of existing occupation rights.
MULDERSVLEI	• Contained rural settlement.	• Potential future consolidated, inclusive settlement linked to rail/bus.
KOELENHOF	• Contained rural settlement.	• Potential future consolidated, inclusive settlement linked to rail/bus.
VLOTTENBURG	• Contained rural settlement.	• Potential future consolidated, inclusive settlement linked to rail/bus.
LYNEDOCH	• Contained village and institutional cluster.	• Gradual expansion of unique development model based focused on sustainable living and education.
SPIER	• Contained tourism and cultural centre.	• Containment and limited expansion of existing offering.
RAITHBY	• Contained historic rural settlement.	• Protection of unique historic settlement structure and form.

CATALYTIC INITIATIVES

Adam Tas Corridor

The most strategically located land in Stellenbosch town comprises large industrial spaces, including land previously occupied by Cape Sawmills and Distell facilities. A significant proportion of these have been vacated or will be vacated in the foreseeable future in response to changes in the operating context of manufacturing enterprises.
Thoughtful redevelopment of these spaces – at scale – can contribute meaningfully to meeting existing challenges and MSDF objectives.

In simple terms, the concept is to launch the restructuring of Stellenbosch town through redevelopment of the Adam Tas Corridor, the area stretching along the R310 and R44 along the foot of Papegaaiberg from the disused Cape Sawmills site in the west to Kayamandi and Cloetesville in the north.

It forms the western edge to the town but is not well integrated with the rest of Stellenbosch, largely because of the barrier/ severance effect of the R44 and the railway line. Much of the area has a manufacturing use history. 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, Bergkelder complex, Van der Stel sports complex, the George Blake Road area, and parts of Kayamandi and Cloetesville. Underutised 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 railway line. Overall, development should be mixed, high density and favour access by pedestrians and cyclists.

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 form part of the corridor concept, with passengers transferring via public transport, cycling and walking to reach destinations within the town of Stellenbosch. The R44 and rail line specifically could be bridged in parts to enable integration across the corridor to access adjacent areas.

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

- The southern district comprises the disused sawmill site, Droë Dyke, and the Adam Tas complex. It can accommodate a mix of high density residential and commercial uses, as well as public facilities (including sports fields).
- The central district is the largest, including Bosman's Crossing, the Bergkelder, and the Van der Stell Sports complex. Here, development should be the most intense, comprising a mix of commercial, institutional, and high density residential use. The "seam" between this district and west Stellenbosch is Die Braak and Rhenish complex. The southern and central districts are linked through Oude Libertas. Oude Libertas remains a public place, although some infill development (comprising additional public/ educational facilities) is possible.
- The northern district focuses on the southern parts of Kayamandi. The central and northern districts are linked through George Blake Road. This area effectively becomes the "main street" of Kayamandi, a focus for commercial, institutional, and high density residential use integrated with the rest of the corridor and western Stellenbosch town.

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 reuse offers the opportunity for great variety of spaces). Aspects of the industrial use history of the area should remain visible. A range of housing types, in the form of apartments should be provided, accommodating different income groups and family types.

Redevelopment in terms of the concept offers the opportunity to:

- Grow Stellenbosch town – and accommodate existing demand – in a manner which prevents sprawl, and create 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, 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 center and seam between the new west and east of Stellenbosch town.
- Accommodate the parking of vehicles on the edge of town whilst the corridor provides for and promotes a greater focus on pedestrianism and cycling into the core town.
- Accommodate uses which meet urgent needs, specifically higher density housing and university expansion, also assisting in establishing a compact, less sprawling town, public transport, and pedestrianism.
- Increases land value east of the R44 and in the area between Kayamandi and the Bergkelder complex. Existing manufacturing enterprises can gradually

relocate to the north, closer to the N1 logistics corridor (as planned by Distell for their operations).

A spatial plan for the corridor is needed. This plan should spell out – in broad terms – what activities should ideally happen where (and in what form), where to start, and what infrastructure is anticipated by when. However, a spatial plan is not enough. The preparation of the plan has to be situated within a broader surround of development and transport objectives, institutional arrangements and agreements, and parallel professional work streams.

Institutional arrangements are critical. It would include broad agreement between land owners and the municipality to pursue the corridor development, the objectives to be sought, how to resource the work, and associated processes.
It would appear that the private sector is best situated to lead the initiative. Land owners – unlike the municipality – have the resources to undertake planning.

Parallel work streams should explore:

- Economic modelling of development options.
- Corridor access and mobility planning and scenario modelling.
- How ordinary citizens with limited material wealth can benefit from the development.
- The nature of efficient, "smart" infrastructure to support living, services, and business.

Critically, development of the corridor needs to be supported by broader strategies impacting on Stellenbosch town as a whole. These include:

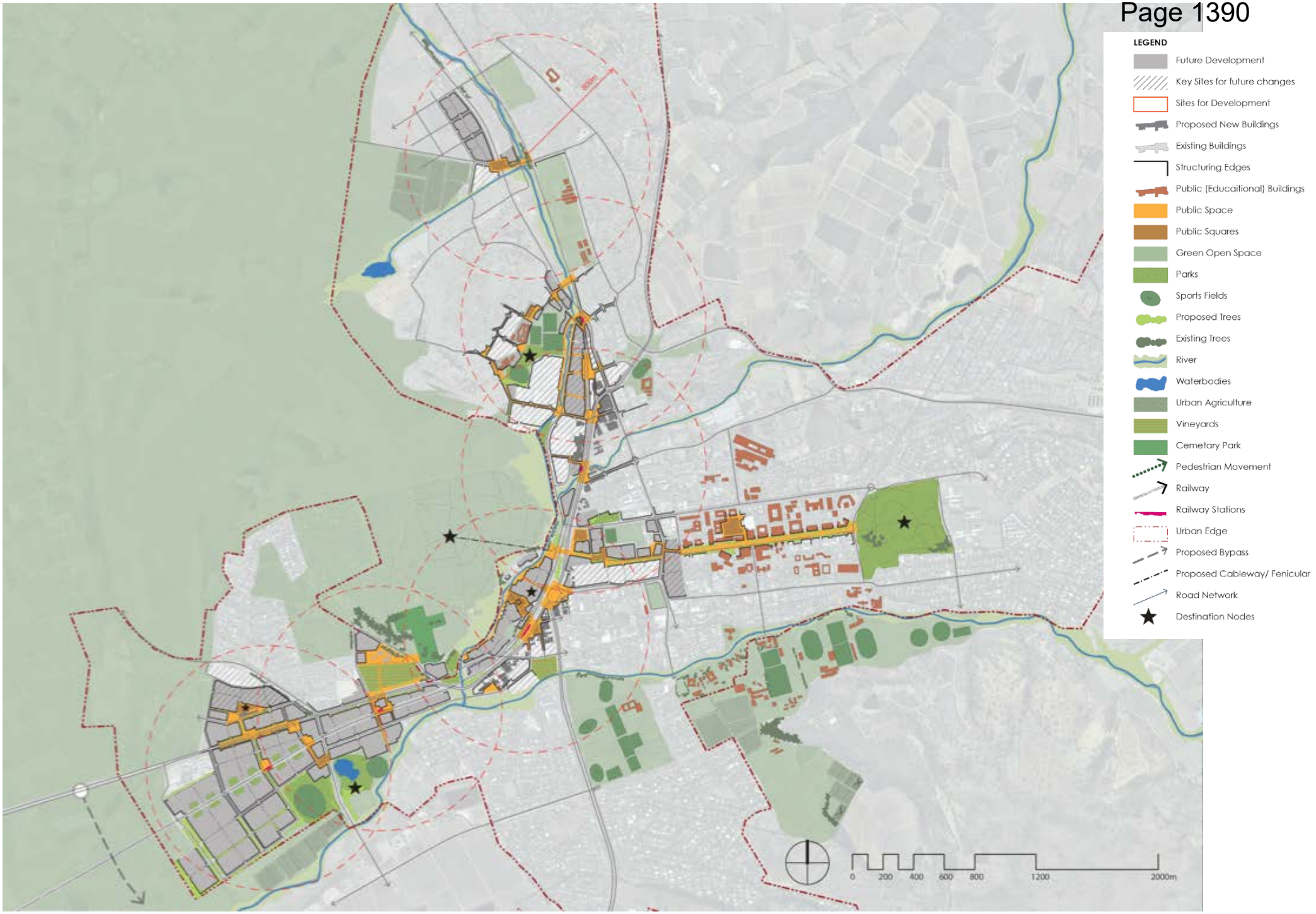
- Focusing University functions on the town (as opposed to decentralisation).
- Private vehicle demand management (specifically to curtail the use of private vehicles for short trips within the town).

Critical also, both for the Adam Tas Corridor and the broader Baden Powell-Adam Tas-R304 development corridor is to explore the feasibility of introducing a more reliable and frequent 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, and connected larger and smaller settlements. Safe crossing of rail infrastructure also requires specific attention.

At the time of submission of the MSDF, considerable progress has been made by and owners, the municipality, WCG, and the University, to prepare for joint planning of the Adam Tas Corridor.

The Adam Tas Corridor is a significant opportunity, similar in potential scope and impact over generations to the establishment of the university, the Rupert-initiated drive to save and sustain historic precincts and places, and the declaration of core nature areas for preservation. It is a very large project, some five times the extent of the successful Victoria & Alfred Waterfront (V & AW) in Cape Town.
It involves more stakeholders and land owners than the V & AW did, and similarly challenging obstacles. It will require sustained, committed work over a prolonged period of time, trade-offs, and a departure of current norms.

Given the scope and complexity of the project, the immediate focus is to understand what it will take to achieve mindful redevelopment of the corridor. Its feasibility, dependencies, and risks need to be fully understood with a view to making recommendations to land owners and other parties involved as to how to proceed in the most responsible way.


LEGEND
Future Development
Key Sites for future changes
Sites for Development
Proposed New Buildings
Existing Buildings
Structuring Edges
Public (Educaitional) Buildings
Public Space
Public Squares
Green Open Space
Parks
Sports Fields
Proposed Trees
Existing Trees
River
Waterbodies
Urban Agriculture
Vineyards
Cemetary Park
Pedestrian Movement
Railway
Railway Stations
Urban Edge
Proposed Bypass
Proposed Cableway/ Fenicular
Road Network
Destination Nodes
0
200
400
600
800
1200
2000m



Part 7.

CAPITAL EXPENDITURE FRAMEWORK

CAPITAL EXPENDITURE FRAMEWORK

Introduction

SPLUMA requires that MSDFs "determine a capital expenditure framework for the municipality's development programmes, depicted spatially". SPLUMA does not provide further detail on what this Capital Expenditure Framework (CEF) should include and there is currently no specification for a SPLUMA-compliant CEF. The intention appears to more effectively link the Municipality's spatial development strategies to one of the primary means with which to implement these strategies, namely the Municipality's budget and the budgets of other government stakeholders. By providing more specific guidance on what investments should be made where, in what order of priority, alignment between the Municipality's strategies, plans and policies and development on the ground is better maintained and the risk that budget allocations undermine or contradict the MSDF are mitigated.

The Capital Expenditure Framework (CEF) has become a key tool supporting government's initiatives to achieve national settlement development and management objectives. The Integrated Urban Development Framework (IUDF), approved by Cabinet in 2016, sets out the national policy framework for transforming and restructuring South Africa's urban spaces, guided by the vision of creating "livable, safe, resource efficient cities and towns that are socially integrated, economically inclusive and globally competitive". In addition the IUDF proposes an urban growth model premised on compact and connected cities and towns. With the acceptance of the IUDF as policy, the emphasis has now shifted to implementation.

The IUDF is coordinated by the Department of Cooperative Governance (DOCG), which has set up the institutional arrangements for the coordination of activities across government departments and agencies, under the overall management of an IUDF Working Group on which partner organizations such as National Treasury, organized local government and the World Bank are represented. Within the IUDF, the Intermediate City Municipality Programme (ICM), which includes 39 municipalities, is intended to provide support for the cities in the middle size and density range of the continuum. Stellenbosch Municipality is part of the ICM.

The purpose of the ICMs support strategy is to help translate IUDF policy into practical programmes of action in the ICMs. In so doing the initiative aims to give impetus to achieve the main IUDF goals, which are forging new integrated forms of spatial development; ensuring that people have access to social economic services, opportunities and choices; harnessing urban dynamism to achieve inclusive and sustainable growth; and enhancing the governance capacity of the state and citizens in ICMs.

One element of the implementation of the IUDF is the introduction of a consolidated infrastructure grant and all 39 ICMs are all eligible for the Integrated Urban Development Grant (IUDG) from 2019/ 20. The business plan for the IUDG is a three- year capital programme that is aligned with a long- term CEF. There are a number of key intentions in introducing the CEF as the basis for monitoring the IUDG:

- To ensure that priorities identified in the spatial development framework are translated into capital programmes.
- To promote long-term infrastructure planning.
- To promote infrastructure planning that is better integrated across sectors and spheres and within space.
- To promote a more integrated approach to planning within municipalities that brings together technical, financial and planning expertise.

The DCOG recently prepared a "Guide to preparing a Capital Expenditure Framework (Draft Document)" to provide ICMs with guidance with regard to what a CEF is, what it should include for the purposes of the IUDG, and how to go about a CEF. The Guide defines a CEF as "a consolidated, high-level view of infrastructure investment needs in a municipality over the long term (10 years) that considers not only infrastructure needs but also how these needs can be financed and what impact the required investment in infrastructure will have on the financial viability of the municipality going forward."

Stellenbosch Municipality has updated the CEF in 2022/2023, in parallel with the MSDF amendment. The updated CEF is incorporated into the SDF as Appendix G. Work on the CEF is on-going, including its alignment with the MSDF.

APPENDICES

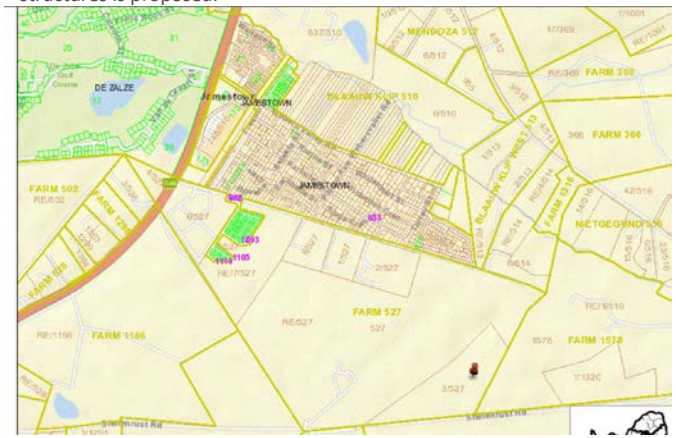
B. DEVELOPMENT PROPOSALS RECEIVED DURING PUBLIC COMMENT (2022)

The proposal to amend the SM SDF, 2019 was advertised during September 2022. The public and all interested and affected parties were invited to register as I&AP. In addition the public was provided an opportunity to submit comments to be included in the review of the MSDF, as well as the submissions for development proposal to inform the proposed amendment process of the MSDF. Five (5) development proposals were submitted by the public, of which four (4) were resubmissions from the previous MSDF process, and only one (1) was new.

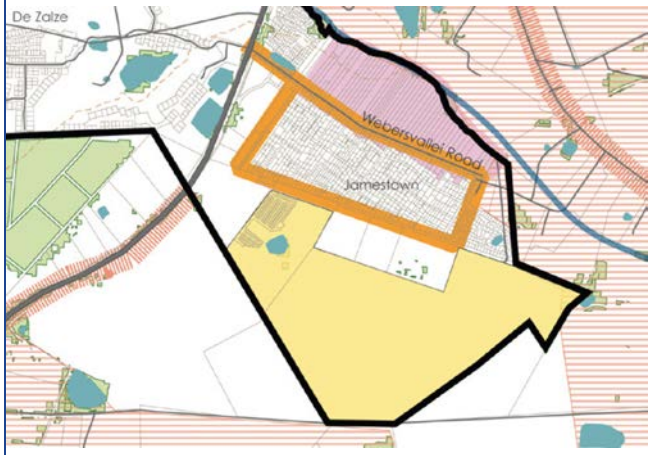
During this time the CPF initiated the CEF amendment process (2022/2023) and various discussion were held with each of the Directorates around projects that require alignment with the MSDF. During this strategic and spatial alignment phase only two (2) development proposals were submitted for consideration as amendments to the MSDF.

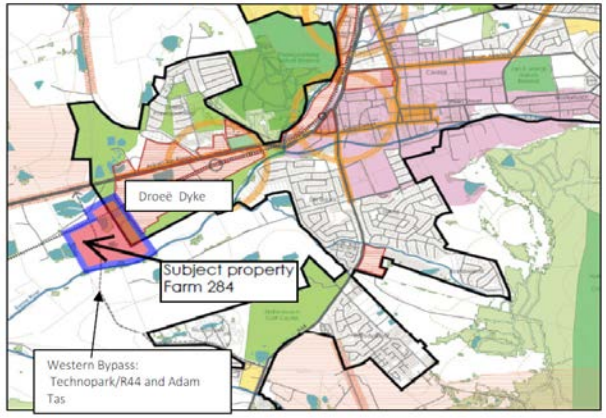
Private and public submissions received are summarised in Tables 51.

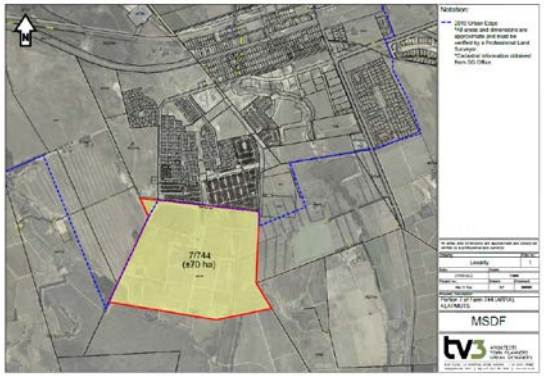
Table 51. Summary table of first round comments received as well as associated responses

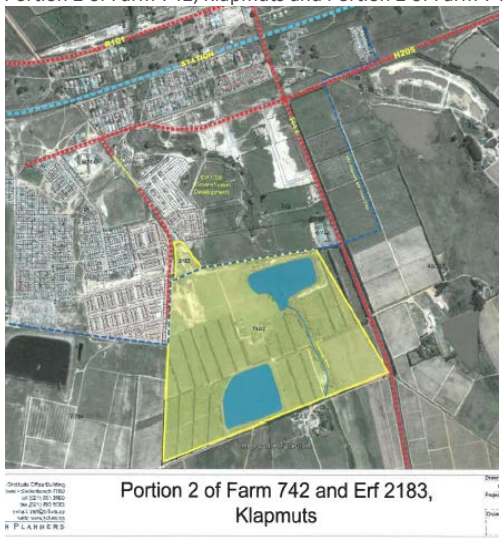
SUBMISSION	DEVELOPMENT PROPOSAL	COMMENTS/RECOMMENDATIONS
PRIMARY SETTLEMENT SUBMISSIONS		
STELLENBOSCH	SM: INTEGRATED HUMAN SETTLEMENTS	JAMESTOWN PHASE 4 • Portion 3 of Farm No 527, Stellenbosch forms part of the IRDP & FLISP housing programme as noted in the adopted Housing Pipeline (Council resolution 25/05/2022) and forms part of the greater Jamestown development proposed. An estimated 1500 – 2000 service sites and top structures is proposed. 	• The project is forms part of the Municipality's Housing Pipeline and is incorporated in the Municipal 5-year IDP (dated 2022 – 2027). • The project is located within the proclaimed Stellenbosch PHDA and will provide new housing opportunities in the GAP Market which is a strategic objective of the Integrated Human Settlements Directorate. • The proposal is consistent with the inclusive development supported by the approved SDF and from a strategic spatial alignment perspective, the project falls within the spatially targeted areas i.e. the functional area and priority development area. **Recommendation**: Include Portion 3 of the Farm No 527 earmarked for urban infill within the urban edge.

STELLENBOSCH	SM: WASTE SERVICES	SM: ORGANIC WASTE TRANSFER STATION • A Portion of Farm 279, Stellenbosch is currently being used as vineyards, an oxidation pond from the WWTW and the Stellenbosch Material Recovery Facility and Recycling. • The municipality has adopted the IWMP and the SM Organic Waste Diversion Plan (2021) and subsequently appointed a service provider to conduct all the necessary basic assessments (environmental, visual, heritage, civil & traffic) for the submission of a subdivision and rezoning application to urban services. • Environmental Authorisation has been granted by DEA&DP in April 2021. • SM Engineering Services Deparment proposes to expand and cluster the current and proposed waste services, to accommodate the current and future development pressures within Stellenbosch, and Klapmuts. 	• The proposal is in line with the adopted Council policies (i.e. IWMP and Organic Waste Diversion Plan) and will assist the municipality to reach its target as set by DEA&DP to reduce the organic waste stream by 50% in 2022 and complete diversion (100%) by 2027. • The municipality owns the property and the proposed land uses is an extension of the current WWTW, landfill and associated uses. • The project is incorporated in the Municipal 5-year IDP (dated 2022 – 2027). **Recommendation**: Include the proposed subdivided portion of Farm 279, Stellenbosch for urban services within the urban edge.

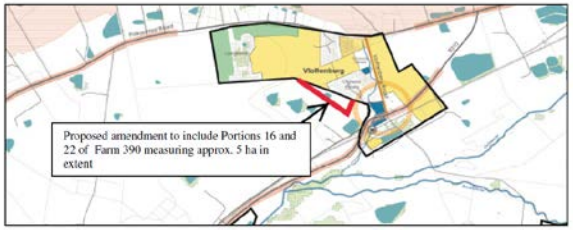
STELLENBOSCH	Friends of Stellenbosch Mountain	JAMESTOWN WATER ERVEN • Proposes the exclusion of the water erven from the urban edge on the northern edge of Jamestown due to its high heritage status and to reinforce the planning principles in the MSDF. This will reinforce the municipal administrations assessments on urban developments on these erven and ensure policy coherence and consistent decision-making. • FSM suggests that the urban edge should be returned to its pre-2010 alignment to run along the edge of Webersvallei Road. All the cadastral units between Webersvallei Road and the Blaauwklippen River which lie east of La Clemence should be excluded from the urban edge.  	• This comment was strongly supported by the Jamestown community during the public participation process with regards to the urban development approved on Portions 52, 53,54, & 71 of Farm 510, Stellenbosch. The spatial trend of high-density, up-market, gated residential urban development on these water erven are noted and has since increased significantly. To ensure policy coherence with the intent set out by the MSDF to protect the most significant cultural and heritage element of the settlement as identified by the Stellenbosch Heritage Inventory, and to ensure consistent decision making the comments are supported. **Recommendation**: Exclude the Jamestown water erven from the urban edge

STELLENBOSCH	EMILE VAN DER MERWE TOWN PLANNING CONSULTANTS	• Inclusion of the total extent of Remainder Farm 284 within the western urban edge boundary of Stellenbosch Town. • The site is strategically situated and adjacent to the Adam Tas Corridor with the Techno Park/R310 link alignment currently being proposed (SM MSDF & and the SM Roads Master Plan) over the property, rendering the site not viable for the continued use of agricultural purposes. **LOCATION OF THE PROPERTY IN RELATION TO THE STELLENBOSCH TOWN URBAN EDGE**  	• The road is currently in the pre-planning feasibility phase and the exact location is not finalised and the project timeline falls in the medium to long term. In addition, the first phase for the implementation of the ATC over the next 10-years does not include precinct 1 – i.e. Droee Dyke and the proposed development application at this stage is premature based on the capital expenditure focus over the next 10-years for the ATC. **Recommendation**: Do not include this portion within the urban edge.

STELLENBOSCH	TV3 ARCHITECTS, TOWN PLANNERS & URBAN DESIGNERS	BRANDWACHT • A portion of Farm 1049, Stellenbosch. • Site specific deviation from the approved Stellenbosch Municipality's Spatial Development Framework, 2019 to initiate an urban infill development outside the approved urban edge of Stellenbosch is currently being circulated for public comment.  	• Spatial transformation to create a more balanced and inclusive town, is currently the focus from the Municipality as identified in the MSDF implementation plan, ATC LASDF, and CEF. The intention of the development is for an up-market, low-density gated estate located on agricultural land and an open space system provided for in the MSDF. In terms of the Heritage Inventory the site has been graded within the area of green transition conservation system, which values agricultural land and the rural character as high and safeguards this area from urban sprawl. Due to the inconsistency with the principles contained in the MSDF regarding maintaining the natural environment (SPLUMA spatial sustainability development principle), and pursuing balanced communities the development deviates from the policy intensions of the municipality and should not be considered. **Recommendation**: Do not include this portion within the urban edge.
KLAPMUTS	TV3 ARCHITECTS, TOWN PLANNERS & URBAN DESIGNERS	ARRA • Portion of Portion 7 of Farm 744, Klapmuts.  	• No new studies, market support or a formal application has been received with regards to the Arra development as previously commented on in the public participation response table in the MSDF 2019. The Klapmuts urban edge has been considerably adjusted in 2019 to accommodate the Stellenbosch Bridge development and the timeframe for development falls within the medium to long term (10 – 20 years) with no visible progress at this stage. Accordingly this southern urban expansion into agricultural land is not supported. **Recommendation**: Do not include this portion within the urban edge

KLAPMUTS	TV3 ARCHITECTS, TOWN PLANNERS & URBAN DESIGNERS TV3 & FRANCOIS KLOMP	BRAEMER FARM MIXED USE DEVELOPMENT • Portion 2 of Farm 742, Klapmuts and Portion 2 of Farm 748, Klapmuts.  	• No new studies, market support or a formal application has been received with regards to the Arra development as previously commented on in the public participation response table in the MSDF 2019. The Klapmuts urban edge has been considerably adjusted in 2019 to accommodate the Stellenbosch Bridge development and the timeframe for development falls within the medium to long term (10 – 20 years) with no visible progress at this stage. Accordingly this southern urban expansion into agricultural land is not supported. **Recommendation**: Do not include this portion within the urban edge
	SM: SPATIAL PLANNING & DEVELOPMENT MANAGEMENT	ANURA LIFESTYLE ESTATE • Portion 41 of Farm 748, Paarl • Approval was given for the rezoning, subdivision, departure, amendment of conditions, and Site Development Plan – with an extension of these land use rights approved in June 2019.  	**Recommendation**: Determine and delineate an urban edge only around this approved development.

SECONDARY SETTLEMENT (RURAL NODE) SUBMISSIONS

VLOTTENBURG	EMILE VAN DER MERWE TOWN PLANNING CONSULTANTS	• The inclusion of Portions 16 & 22 of Farm 390, Stellenbosch within the south western urban edge boundary of the approved Vlottenburg node. Currently the properties are functioning as residential smallholdings (3ha and 2.9ha) and not suited to be farmed as viable economic agricultural entities. LOCATION OF THE PROPERTY IN RELATION TO THE VLOTTENBURG URBAN EDGE  	• The settlement character of Vlottenburg as defined by the Heritage Inventory is that of an agri-industrial node within a rural agricultural landscape. In terms of the MSDF the development of Vlottenburg should not be prioritised until a well-functioning public transport system to Stellenbosch town is functioning to address the envisaged transport requirements. • The development criteria for Vlottenburg as stated in the Heritage Inverntory is to promote densification within the urban node and to contain sprawl into the rural area and agricultural land. • The land consist of good agricultural land and the development thereof should not be considered due to the size of the land units. The proposed inclusion of the property into the urban edge constitutes urban sprawl which should be resisted. **Recommendation**: Do not include within the urban edge.

F. HOUSING PIPELINE

[PLACEHOLDER]

The most recent housing development pipeline will serve at Council simultaneously as the proposed amended MSDF and after this process, it will be included and consolidated for public comment. The type and number of units may change as relevant studies are concluded.

G. CAPITAL EXPENDITURE FRAMEWORK

[PLACEHOLDER]

CEF will serve as a separate item and it will be included and consolidated for public comment.

Property Rates is considered a more stable income source for the municipality and has annually grown by an average of 8% between 2011 and 2018 to R 309.99 million.

Equitable Share income increased from R 36.78 million to R 110.63 million in 2018. However, the total grants/revenue ratio decreased from 16% in 2016 to 13% in 2018, mainly driven by significant decreases in capital grants received.

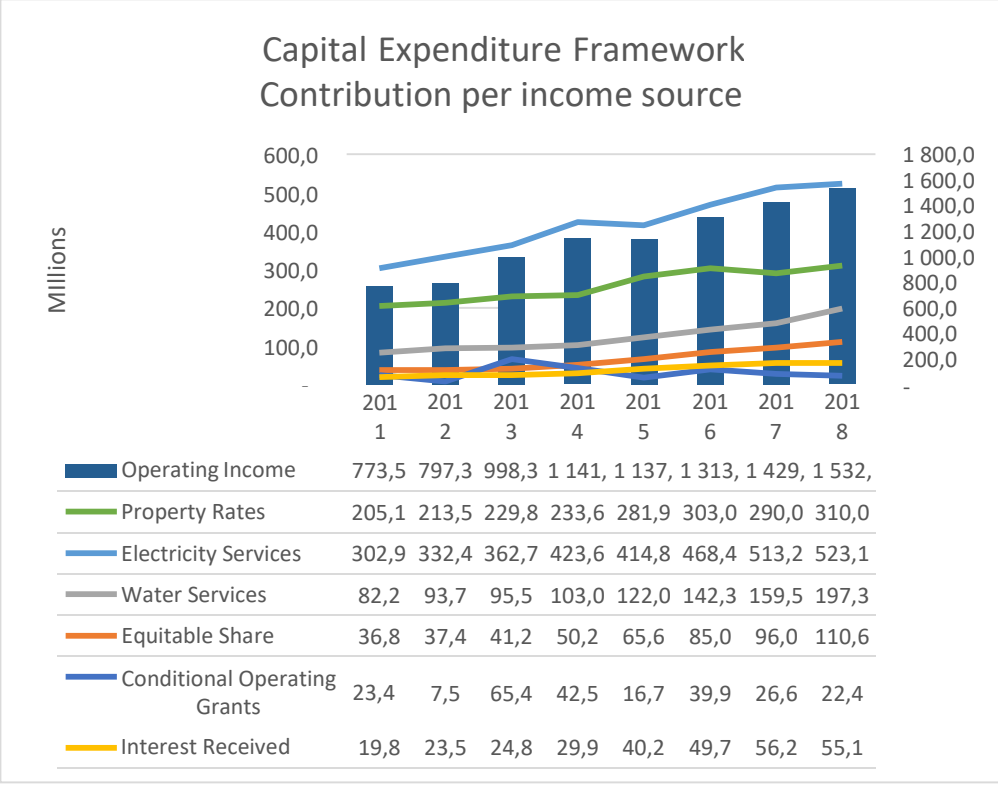


Figure 14: Contribution per income source

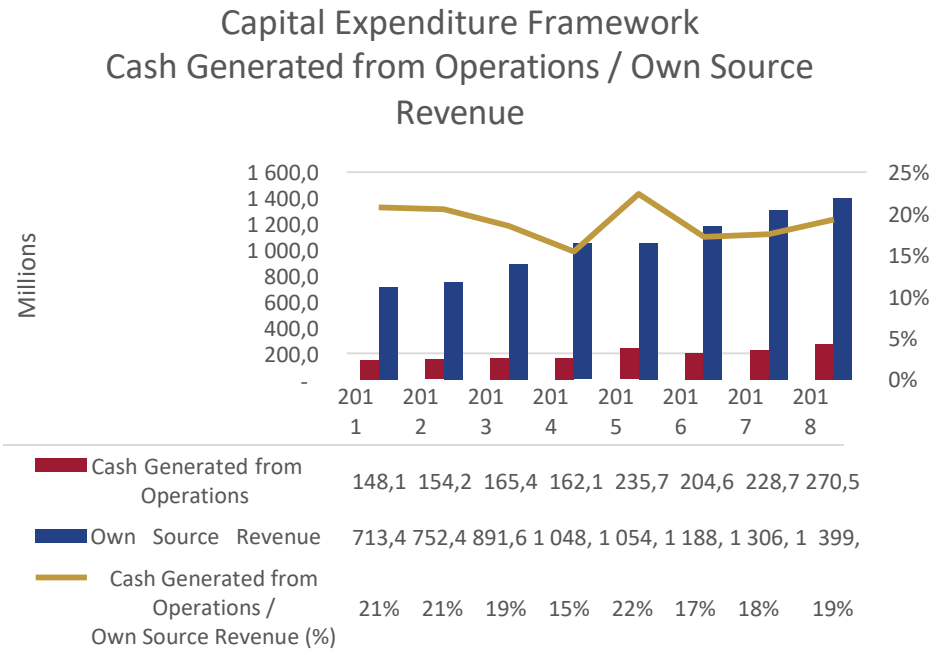


Figure 15: Cash Generated from Operations/ Own Source Revenue

Staff Cost, Electricity Bulk Purchases and Depreciation represent 53% of Total Operating Expenses. The annual increases in staff costs were generally high, with an average increase of 11% in the past 7 years.

Electricity Services, being the largest contributor to Total Operating Income, represents the second largest expense after staff costs. The surplus margins from this service remained high although decreasing from 41% in 2011 to 38% in 2018.

Over the short term, expected steep increases in bulk electricity prices may narrow historic margins, lead to increased electricity theft and cause both businesses and higher income households to consider alternative energy sources. This will further reduce electricity sales

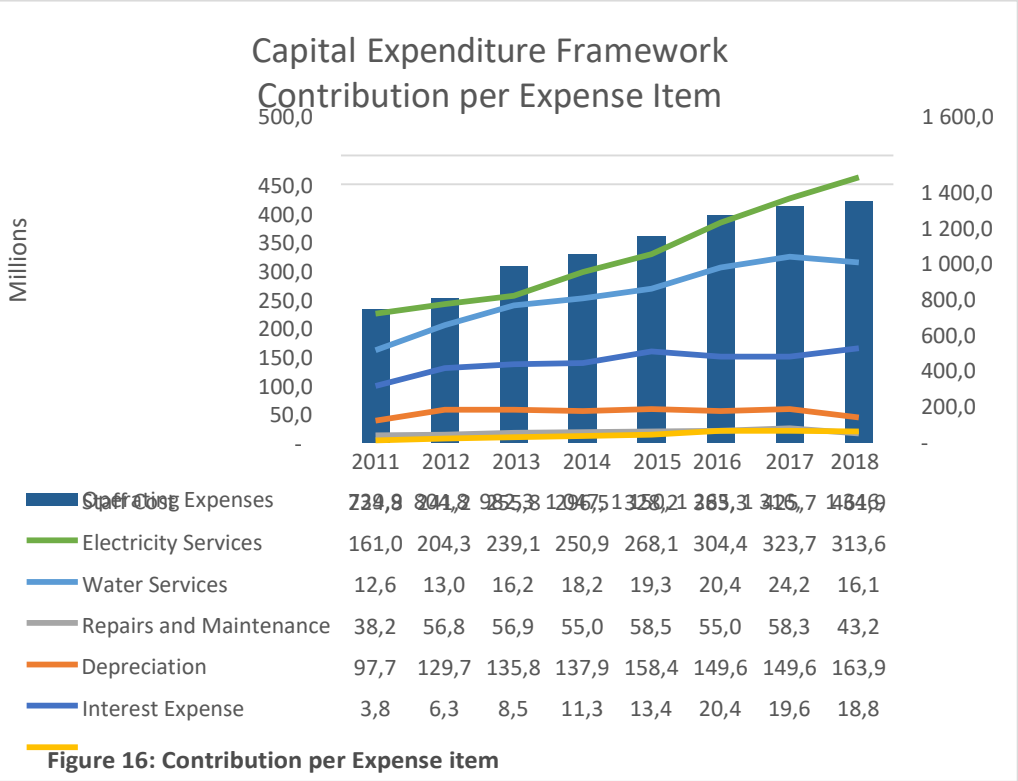


Figure 16: Contribution per Expense item

Interest received from external investments exceeded interest paid on external borrowings throughout the assessment period; resulting in R 36.33 million accumulated net interest inflow. The decrease in interest received in 2018 is due to a decrease in cash and cash equivalents. The 1% interest paid to total expenditure ratio is very low, highlighting Stellenbosch's limited utilisation of external borrowing and its minimal debt levels. As a consequence a healthy scope exists for taking up borrowing for service delivery and development in the future.

Table 4: Contribution per Key Income Source (Rm)

	2011	2012	2013	2014	2015	2016	2017	2018
Property Rates	205.1	213.5	229.8	233.6	281.9	303.0	324.0	310.0
Electricity Services	302.9	332.4	362.7	423.6	414.8	468.4	513.2	523.1
Water Services	82.2	93.7	95.5	103.0	122.0	142.3	159.5	197.3
Equitable Share	36.8	37.4	41.2	50.2	65.6	85.0	96.0	110.6
Conditional Operating Grants	23.4	7.5	65.4	42.5	16.7	39.9	26.6	22.4
Interest Received	19.8	23.5	24.8	29.9	40.2	49.7	56.2	55.1
Operating Income	773.5	797.3	998.3	1 141.5	1 137.1	1 313.3	1 426.5	1 532.9

Table 5: Contribution per Key Expenditure Item (Rm)

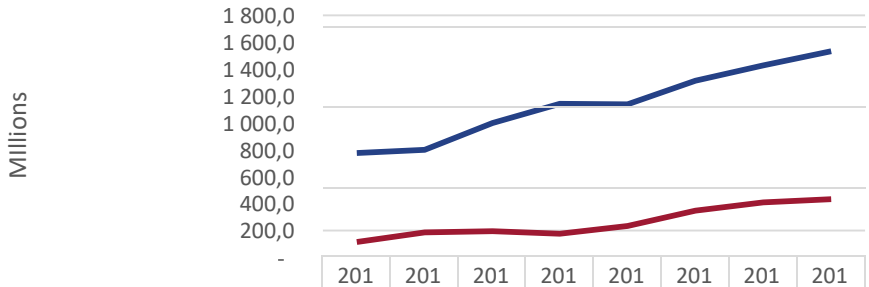
	2011	2012	2013	2014	2015	2016	2017	2018
Staff Cost	224.8	241.2	255.8	296.5	328.2	383.3	423.9	461.9
Electricity Services	161.0	204.3	239.1	250.9	268.1	304.4	323.7	313.6
Water Services	12.6	13.0	16.2	18.2	19.3	20.4	24.2	16.1
Repairs and Maintenance	38.2	56.8	56.9	55.0	58.5	55.0	58.3	43.2
Depreciation	97.7	129.7	135.8	137.9	158.4	149.6	149.6	163.9
Interest Expense	3.8	6.3	8.5	11.3	13.4	20.4	19.6	18.8
Operating Expenses	739.9	804.8	982.3	1 047.6	1 150.8	1 265.6	1 307.5	1 346.0

4.7 Cash Flow

The increased financial performance and the positive R 270.47 million cash generated by Stellenbosch (excluding capital grants) in 2018, puts the municipality in a strong position to maintain and increase capital expenditure and timeous investment in capital asset replacement.

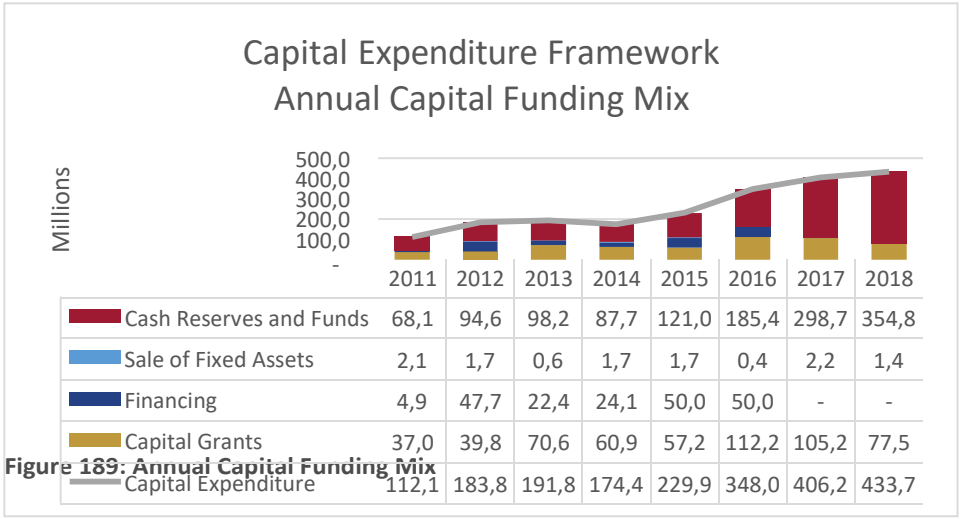
Total capital expenditure for the past 8 years was R 2.08 billion.

It's been characterised by a sharp and sustained increase of almost 150% from 2014-2018 with minimal external financing. The Capital Funding Mix of Stellenbosch, over the review period, has been reliant on the municipality's own Cash Reserves (66.4%). The other funding sources were Capital Grants (23.6%), Borrowings (9.6%) and Sale of Fixed Assets (0.4%). Noteworthy is that external borrowings were not utilised since 2016.



	2011	2012	2013	2014	2015	2016	2017	2018
Total Operating Income	773,5	797,3	998,3	1 141,	1 137,	1 313,	1 426,	1 532,
Capital Expenditure	112,1	183,8	191,8	174,4	229,9	348,0	410,2	433,7

Figure 17: Total Operating Income vs Capital Expenditure



	2011	2012	2013	2014	2015	2016	2017	2018
Cash Reserves and Funds	68,1	94,6	98,2	87,7	121,0	185,4	298,7	354,8
Sale of Fixed Assets	2,1	1,7	0,6	1,7	1,7	0,4	2,2	1,4
Financing	4,9	47,7	22,4	24,1	50,0	50,0	-	-
Capital Grants	37,0	39,8	70,6	60,9	57,2	112,2	105,2	77,5
Capital Expenditure	112,1	183,8	191,8	174,4	229,9	348,0	406,2	433,7

Figure 189: Annual Capital Funding Mix

Total cash and cash equivalents increased from R 325.0million in 2011 to R 528.7 million in 2018. This level of cash sufficiently covers the minimum liquidity requirements which includes Short Term Provisions of R 47.9 million, Unspent Conditional Grants and Receipts of R 101.6 million, Cash-backed reserves of R 48.6 million and Working capital provision (including one month's opex) of R 89.0 million. The cash surplus was R 241.6 million at the end of the 2018 financial year, decreased from the highest level of R 326.6 million in 2015.

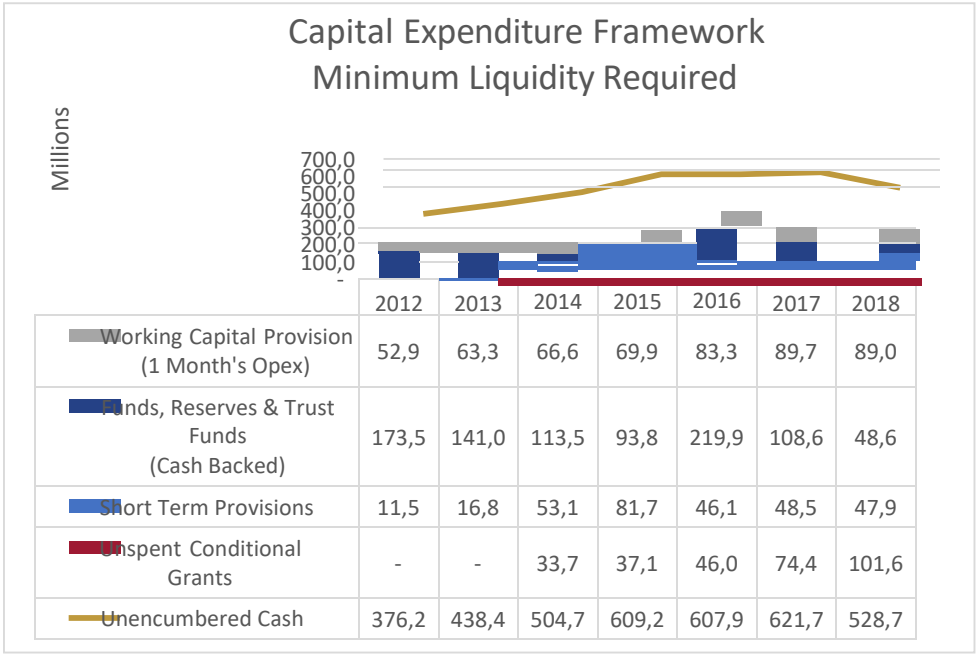


Figure 1910: Minimum Liquidity Required

The cash coverage ratio (including working capital) remained positive at 1.8 as at the end of the2018 financial year.

	2011	2012	2013	2014	2015	2016	2017	2018
Unspent Conditional Grants	-	-	-	33.7	37.1	46.0	74.4	101.6
Short Term Provisions	5.4	11.5	16.8	53.1	81.7	46.1	48.5	47.9
Funds, Reserves & Trust Funds (Cash Backed)	125.1	173.5	141.0	113.5	93.8	219.9	108.6	48.6
Total	130.5	185.0	157.8	200.4	212.6	312.0	231.5	198.1
Uncommitted Cash	325.0	376.2	438.4	504.7	609.2	607.9	621.7	528.7
Cash Coverage Ratio (excl. Working Capital)	2.5	2.0	2.8	2.5	2.09	1.9	2.7	2.7
Working Capital Provision (1 Month's Opex)	49.4	52.9	63.3	66.6	69.9	83.3	89.7	89.0
Cash Coverage Ratio (incl. Working Capital)	1.8	1.6	2.0	1.9	2.2	1.5	1.9	1.8
Minimum Liquidity Required	179.9	237.9	221.1	266.9	282.5	395.4	321.2	287.1
Cash Surplus/(Shortfall)	145.2	138.3	217.3	237.7	326.6	212.6	300.5	241.6

Stellenbosch Local Municipality remained in a profitable position during the past 8 years of assessment. This was demonstrated by an Accounting Surplus of R 263.58 million posted at the end of the 2018 financial year, which increased from R 70.28 million in 2011.

Positive to note is that the municipality still managed to generate an operating surplus of R 186.10 million compared to R 33.63 million in 2011 when capital grants areexcluded.

The municipality's strong financial performance, together with a healthy collection rate of 96%, enabled the municipality to generate R 270.47 million in cash from its operations (excl. capital grants). This was R 122.40 million higher than the cash generated from operations in 2011.

In 2018, the municipality spent R 433.68 million on capital infrastructure programs utilising most of its cash generated from operations (R 354.79 million) as well as Capital Grants to the value of R77.48 million. The funding structure was similar during the previous financial year.

In absence of new external loan liabilities taken during the past two years, the municipality maintained a healthy lower level of gearing of 11%, which is also the average level for the 8 years of assessment. The debt service coverage ratio was high in 2018(8.49), mainly as a result of higher repayment capability brought about by the positive cash generated by operations. These ratios are an indication that Stellenbosch still has the potential to increase gearing and obtain a more balanced funding mix.

Current Assets exceeded Current Liabilities by R 509.09 million in 2018. The gap between Current Assets and Current Liabilities remained positive during the assessment period. The healthy liquidity position was represented by a Liquidity Ratio of 2.19:1 in 2018 (2.19:1 at the end of the 2017 financial year). The ratio remains strong at 2.01:1 should debtors older than 30 days be excluded. This is underlined by the cash coverage ratio (including 1 month's working capital) of 1.8 at the end of the 2018 financial year.

The cash and investments balance of R 528.7 million (2017/18: R 621.7 million) was sufficient to cover minimum liquidity required. This comprised of Short Term Provisions of R 47.9 million, Unspent Conditional Grants and Receipts of R 101.6 million, Cash-backed reserves of R 48.6 million and working capital provision (including 1 month's opex) of R 89.0 million, resulting in a cash surplus of R 241.6 million at year end (2017: R300.5 million).

Cognisance is taken of the increase in unspent conditional grants, especially in the last two financial periods.

Table 3: Investment Strengths and Weaknesses

Strengths	Weaknesses

• Strong balance sheet & liquidity position;	• Own cash reserves decreasing due to heavy reliance on own cash resources to fund its capital programme and the low reliance on utilisation of external borrowing
• Low gearing	• Urban limits & difficulties to densify
• Investment-grade credit rating	• Repairs and Maintenance – below National Treasury Norm
• Strong cashflows from own operations and limited reliance on transfers from national and provincial treasuries	• High levels of unspent conditional grants since 2017
• High collection rate of 96%	• Declining GVA growth rate
• Accelerated capex since 2014	
• Diversified economy with educational infrastructure	
• Aggressive addressing of backlogs	
• High-quality financial and institutional governance evidenced by among others, clean audits	

4.8 Future Capital Investment

The total affordable capital expenditure for the 10-year planning period amounts to R 4 129 million.

This 10-year amount was calculated by the Long Term Financial Model:

- by relying on and maintaining the capital programme and funding mix over the MTREF period up to 2020/21 (3 years), as contained in the latest approved MTREF budget of Stellenbosch; and
- forecasting the optimal capital programme and funding mix, taking several indicators and parameters into account, for the next 7 years of the forecast period.

The annual affordable envelope, which entails the forecast capital expenditure and proposed funding mix per annum is dealt with in detail in the next section of this report, alternatively in the 2019/20 Capital Expenditure Framework.

4.9.1 MTREF Funding Mix

Stellenbosch Municipality's MTREF budget 2018/19 – 2020/21 expects a capital budget amounting to ±R1.4 billion. With the 2019/20, 2020/21, and 2021/22 financial years totalling to the amount of R558 276 528, R414 612, 759 and R426 337 700
respectively.

The Long Term Financial Model accommodated the increased Borrowing of R340m, Internally Generated Funding of R789 m and Capital Grants of R219m for the MTREF period of 3 years to 2020/21 and allowed the model to calculate the future funding mix. Here we note the potential impact of the strong liquidity position on capital expenditure. Following sustained increases in the capital expenditure since 2014, this now declines over the MTREF-period to about R414m in 2020/21. To keep pace with anticipated population growth and ongoing investment in new infrastructure as well as upgrading and renewal projects,

we increased the capital expenditure from 2020/21 over the planning period. The municipality has both sufficient own resources and capacity to borrow, allowing it to accelerate capital investment, despite the decreased grant transfers. (Fluctuations in grant amounts due to the allocation of housing grants for top structures and for infrastructure in different years.)

The capital expenditure budget of the municipality is financially feasible. Due to the healthy liquidity position, the budgeted capital expenditure can be implemented. Cash available is sufficient to cover the minimum recommended liquidity level to cater for unspent conditional grants, short term provisions, and working capital. These findings are illustrated in the graphs below.

The municipality's mainly relies on own reserves to fund the capital expenditure. The strong financial and liquidity position of the municipality allows it to accelerate the capital investment programmes which can further be supported by borrowing.

4.9.2 10-Year Capital Funding Mix

Table 9: 10-Year Capital Funding Mix

Table 9: 10-Year Capital Funding Mix

Source	Rm	%
Public & Developers' Contributions	0	0%
Capital Grants	897	22%
Financing	1 529	37%
Cash Reserves and Funds	1 703	41%
Cash Shortfall	0	0%
Capital Expenditure	4 129	100%

Due to the prevailing national fiscal constraint, reliance on grant funding in future is probably is not recommendable and the amount of capital transfers in this latest estimate, when compared to previous estimates, has declined.

A balanced funding mix, incorporating a conservative level of external borrowing, will preserve Stellenbosch's own cash resources and will improve long term financial sustainability. Equally important is the average duration at which external borrowing are obtained in the market and the impact that this may have on liquidity and gearing levels. The most optimal average duration for loans is forecast at 13 years, to avoid breaching liquidity and/or gearing levels. Stellenbosch will breach minimum liquidity levels should an average duration of 10 years be achieved, while an average duration of 15 years may result in a breach of the upper gearing limit of 35%. Even at this upper gearing limits, these levels remain affordable and sustainable.

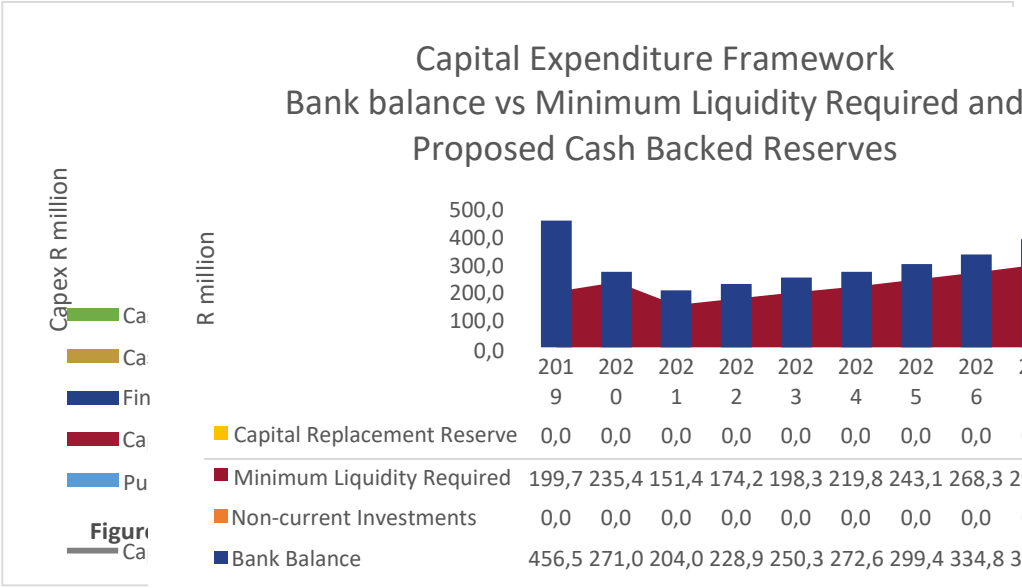
1. AFFORDABILITY ENVELOPE

The affordability envelope, or otherwise stated, the funding envelope is the result of the Long Term Financial Strategy. The aim of the Long Term Financial Model is to define a set of parameters to which the municipality can roll out capital expenditure projects. The key parameter of interest for the budget fit process to continue is the total capital expenditure that is deemed as affordable per year.

The purpose of this section is therefore to take the results of the Long Term Financial Strategy and to indicate what should be actively used to guide capital investment through the budget fit template – better defined as the total available capital expenditure budget per year.

1.1 Sustainable Funding Mix

The annual funding mix proposed by the model, given the approved budget and optimal forecast thereafter, is illustrated by the graph below.



Noteworthy though, is the decrease in liquidity over the MTREF period. Sufficient cash remains available to fund capital projects required with further potential for borrowing. The municipal bank balance recovers above the minimum required in later years of the Capital Expenditure Framework period.

Figure 21: Bank balance vs Minimum Liquidity Required and Proposed Cash Backed Reserves

1.2 Borrowing

Stellenbosch Local Municipality has a debt policy which sets the gearing-level to 35%. The model forecast that gearing increases from 2019 and peaks at 35% during 2028, but never breaches this level. This level of gearing is within both its policy and National Treasury guidelines.

A summary of the capital need and affordability envelope by year is presented in the table below:

The amount of annual external financing is estimated to be distributed as follows:

Table 104: Capex Investment Need

Year	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Capex Need	R1 155 145 272	R959 878 659	R740 192 900	R740 017 754	R433 019 619	R458 314 256	R393 318 130	R419 737 630	R245 045 909	R198 933 462	R5 743 603 591

The table above includes all capital projects captured by departments projected for the 10 year period of the Capital Expenditure Framework.

It is apparent that whilst good progress has been made to plan ahead over a longer period, more careful upfront planning, extension of master plan periods and upfront capturing of pending and approved projects must bear relevance. It is important to note that capital expenditure demand fluctuates annually in line with the needsidentified.

Table 115: Affordability Envelope (R'000 000)

Year	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Public & Developers' Contributions	0	14	0	0	0	0	0	0	0	0	0
Capital Grants	92	59	68	81	86	91	96	101	108	115	123
Financing	160	100	80	160	163	166	170	173	177	180	184
Cash Reserves and Funds	277	309	204	122	124	128	131	134	136	138	139
Capital Expenditure	528	468	352	363	374	385	397	408	421	433	446

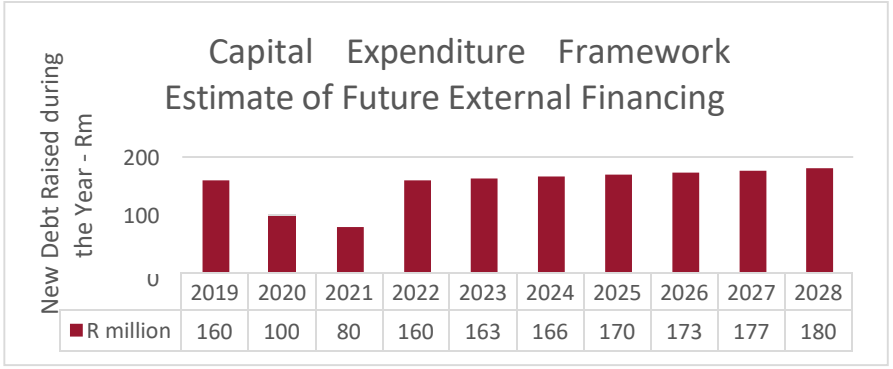


Figure 12: Estimate of Future External Financing

Whereas the current approved MTREF reflect a decrease in capital expenditure until 2021, the total capital spend over the

next 10 years come to R4.1 billion, which is affordable to Stellenbosch LM.

The LTFM indicates that should there be a need for Stellenbosch to accelerate the capital spend over the MTREF, but still within an affordable envelope over the next ten years, such an acceleration would be possible with increased external borrowing.

2. BUDGET SCENARIO & PROJECT PRIORITISATION

The **budget scenario** methodology can be summarised in a schematic diagram shown in the figure below. Essentially the budget fit methodology is a systematic application of a set of rules and parameters which will result in a project either being added to the draft budget or rejected from the draft budget portfolio. The **affordability envelope** is the sustainable and financially tested total budget that should be maintained by the municipality. If the capital budget exceeds this total, the municipality could encounter some unforeseen circumstances in future that will compromise its financial sustainability.

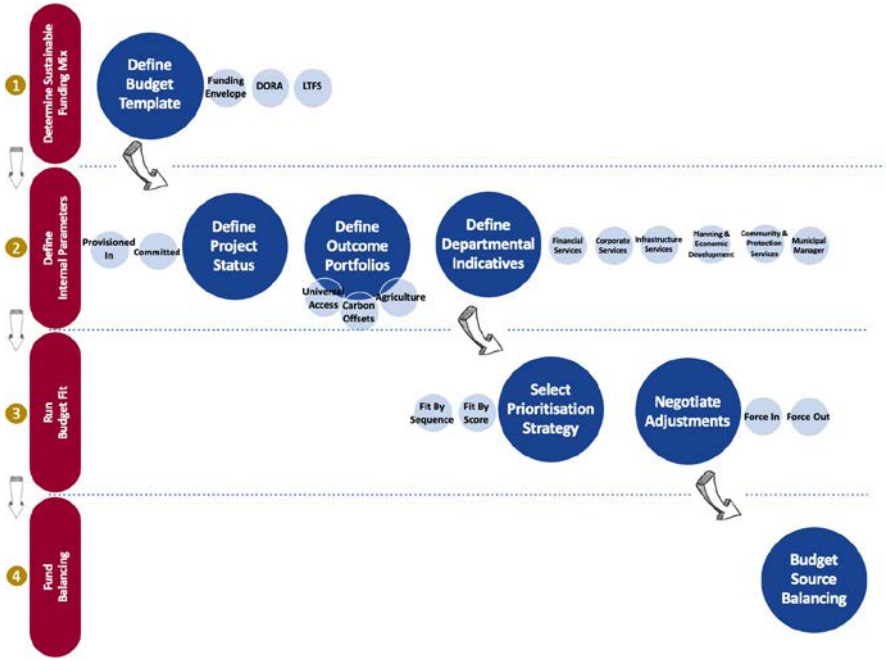


Figure 8: Budget Scenario Methodology

All internally generated capital budget funding is determined through financial modelling undertaken by the Stellenbosch Local Municipality as part of their submissions to National Treasury on the Municipal Budget Reporting Regulations templates. Internal capital budget funding typically comprises the following funding sources:

- Own Municipal Funding: Funding generated from municipality revenue (i.e. rates and taxes).
- Public Contributions and Donations: Donations and bulk services contributions for capital expenditure to provide additional bulk capacity to service new developmental demand.
- Capital Replacement Reserves (CRR): Savings by the municipality for deferred capital expenditure to maintain the existing municipal asset base.
- Borrowings: External loans from the financial markets or bonds issued by the municipality to the financial markets.

It is important to note that not all projects are eligible to utilise all funding sources. For example, the PTIS grant is only applicable to infrastructure directly supportive of public transport and the INEP grant is only applicable to electrification programmes and projects. Therefore, although the budget template cap for the municipality is equal to the sum of the DORA publication and all internal capital funding sources, a funding source balancing exercise should be undertaken prior to publishing the final budget in order to ensure that only projects eligible for certain grants are funded by those grants.

The Stellenbosch Long Term Financial Modelling also results in a Long Term Financial Strategy which evaluates amongst others the Stellenbosch Local Municipality financial position and calculate what the optimal funding mix should be per annum, in order to maintain a desirable financial situation.

The project budget requests are used to compile a MTREF budget, and is captured across the total lifecycle of the project. Before new project requests are considered, it is important for the model to consider committed funds and projects that must be provisioned in. **Committed projects** are those projects which formed part of either the approved capital budget or the adjusted capital budget of the municipality for the previous financial year, and which are contractually committed as assets under construction. Commitments made on these projects by the municipality, the budget fit methodology regards these projects as non- negotiable. **Provisioned projects** are those projects which formed part of either the approved capital budget of the municipality for the previous financial year, but which are not contractually committed as assets under construction. Termination of any provisioned projects will not result in either legal or financial liability for the municipality. The budget fit methodology regards these projects as having a higher priority than normal projects in the list (given their status received during previous MTREF budget publications) however their implementation timeframes are negotiable to an extent.

6.2 Budget Scenario Outcome

The table below depicts the capital budget's demand after the budget scenario process has been applied.

Table 147: 2019/2020 – 2028/2029 CEF – Total Capital Expenditure per Fit Status

Budget Scenario Status	Total during analysis period	Total %
Fitted	R162 020 500	3%
Fitted with delay	R1 365 360 044	29%
No Fit	R425 945 000	9%
No Fit - Zero Budget	R-	0%
Project Committed	R2 766 813 047	59%
Total	R4 720 138 591	100%

The budget fit results indication that 3% of the capital demand has been assigned in the same year as it requests. 59% Of the capital demand however is Committed, due to the fact that the MTREF budget was a fixed variable in the budget scenario, which means it "committed" projects were firstly eligible to the funding envelope, followed by projects with the highest score. Once the funding envelope is saturated, projects are being "fit with delay", until the 10 year funding envelope is saturated. Thereafter projects are allocated a "no fit" status. Only 9% of capital demand has not been fit over the 10 years – which implies they will fit in a year after the frameworkhorizon.

The budget-fit results can be interpreted as follows:

Table 15: Budget-Fit Definitions

Category	Description
Committed	In the first year, project that are currently under construction, still has contractual commitments and cannot be fit at any other stage without having a negative impact on the municipality. These projects therefore are allocated budget in the first year, and not over the 10 year period.
Provisioned in	These projects receive the most budget in the first years as they are already declared on the MTREF. As time continues, these commitments decrease, and so does the capital requirement of these projects over time.
Fitted	Between the first and Second financial year there is a sharp increase in capital demand fitted. This is because of the finalisation of projects with a committed status. Once the commitments has been served, the funding envelope opens up capacity to fit new projects.
Fitted with delay	Projects that do not fit are projects with the lowest score. This means that projects with higher score was fitted with delay. Once the funding envelopes has been depleted, these projects – the no fit projects – are not included in the budget scenario. It has a high proportion of the Capital demand in the first year, as the low scoring projects in this year compete with high capital demand assigned to statuses such as committed and provisioned in. It decrease sharply as more capital is fitted with delay.
No Fit	Zero Budget: Even though these projects do not ask for any Capital Demand, they have been conceptualised and will reach a point of maturity in the next ten years where the will have a Capital Demand. It is therefore important to have sight of these projects on one single platform, together with the rest of the project pipeline.
No Fit – Zero Budget	Even though these projects do not ask for any Capital Demand, they have been conceptualised and will reach a point of maturity in the next ten years where the will have a Capital Demand. It is therefore important to have sight of these projects on one single platform, together with the rest of the project pipeline.

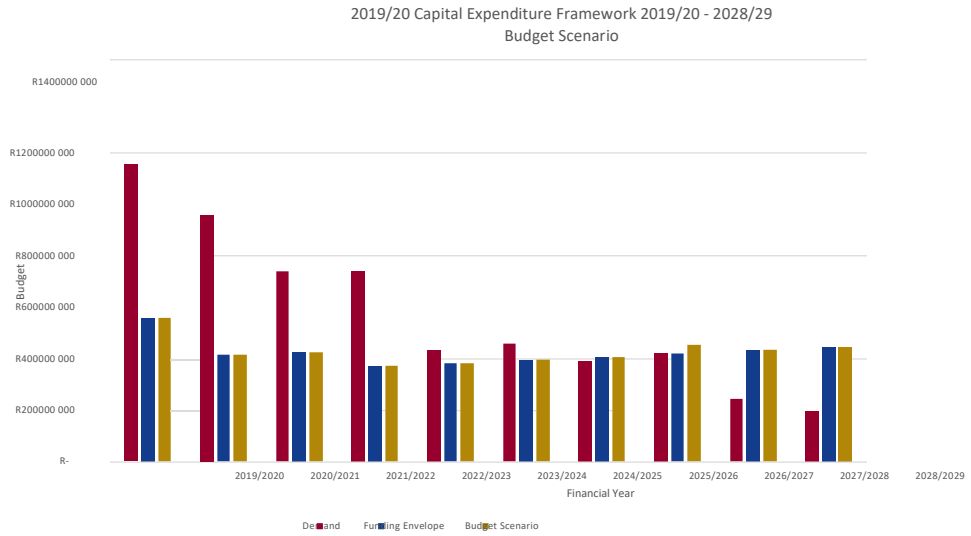


Figure 9: Demand vs. Funding Envelope vs. Budget Scenario Output

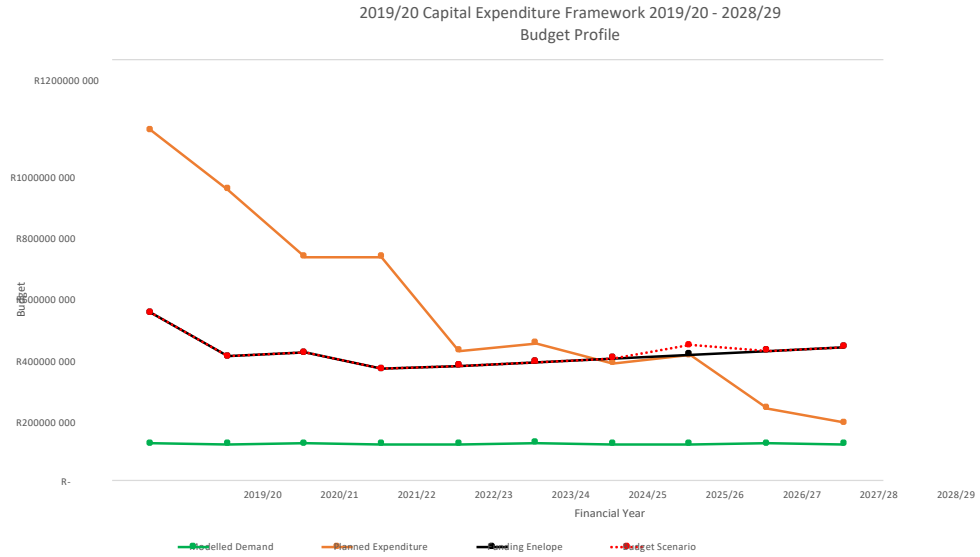
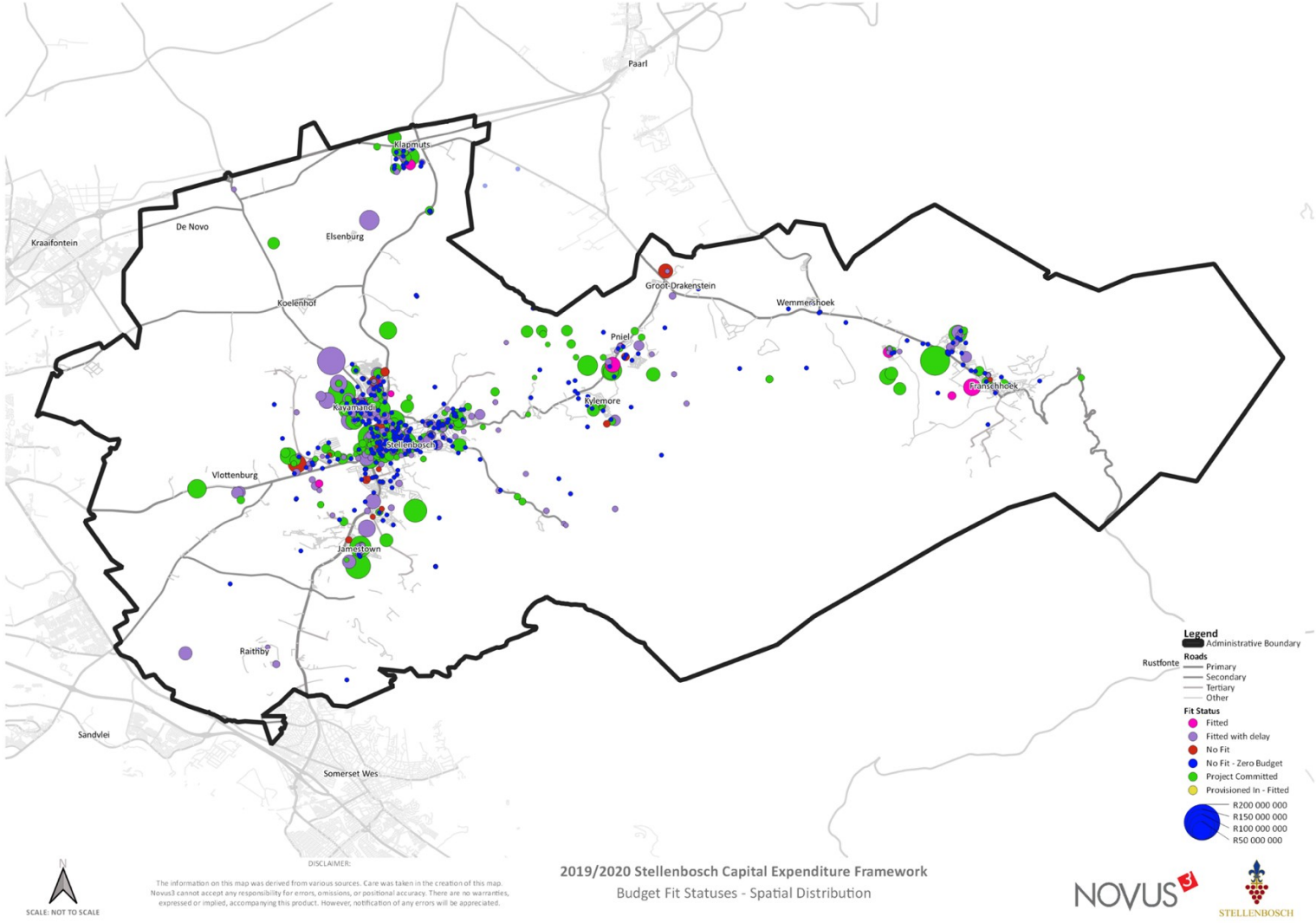


Figure 10: Budget Profile

Table 16: Capital demand vs Budget fit results

Financial Year	Demand	Funding Envelope	Budget Scenario
2019/2020	R1 155 145 272	R558 276 528	R558 276 528
2020/2021	R959 878 659	R414 612 759	R414 612 759
2021/2022	R740 192 900	R426 337 700	R426 337 700
2022/2023	R740 017 754	R374 000 000	R373 996 754
2023/2024	R433 019 619	R385 000 000	R384 977 719
2024/2025	R458 314 256	R397 000 000	R397 007 956
2025/2026	R393 318 130	R408 000 000	R407 979 530
2026/2027	R419 737 630	R421 000 000	R451 997 630
2027/2028	R245 045 909	R433 000 000	R433 010 909
2028/2029	R198 933 462	R446 000 000	R445 996 106
Total	R5 743 603 591	R4 263 226 987	R4 294 193 591

Map 3: Spatial Depiction of Budget Fit



Analysis of Budget Fit i.r.t. Priority Development Area:

- **Klapmuts:** Most projects in this area either has no budget requested or are fit with delay. This highlight the fact that this future expansion node of Stellenbosch will enjoy capital expenditure, but the majority thereof will realise later on.
- **Koelenhof:** The Koelenhof node development is still in concept phase. One this area has a clear spatial vision, the municipality can respond with capital projects required to facilitate such expansion.
- **Vlottenburg:** The potential that boasts within this area is unprecedented. It is for that reason that most of the capital projects within the Vlottenburg area has been fit as per the budget fit module of CP3.
- **Stellenbosch Central:** It is clear from the figure above that Stellenbosch central is house of a variety of projects, and so a variety of fit statuses is assigned to this part of the municipality.
- **Franschoek:** Small capital projects within the Franschhoek area has been fitted to the Capital Expenditure Framework. The majority has been fitted with delay which means that other projects across the municipality has been prioritised and fitted to the budget first.

The investment paradigm of Stellenbosch is also informed and based on a spatial vision, namely the Draft Spatial Development Framework. The key spatial structuring elements of the draft Spatial Development Framework includes:

- **Urban nodes:** The primary urban nodes, firstly incudes Klapmuts as this is the identified area of expansion – based on development potential and the larger regional framework. Secondly is Stellenbosch central as this is the core of Stellenbosch and is deeded the area of compaction. Thirdly, is Franschhoek – which is a major role player in terms of the current space economy in the region. Stellenbosch cannot disregard this area and so prioritise maintenance investment in this area.
- **Rural nodes**: Rural nodes on their own are deemed as areas which should only enjoy maintenance expenditure in order to preserve the character of these areas. However, in the event where such a rural node is effected by the Adam Tas corridor, the investment paradigm shifts from a maintenance oriented approach to an investment oriented approach, in order to stimulate a specific need for compaction and densification.
- **Rural Area:** The rural areas represent the agricultural and tourism sector that plays a major role in the financial sustainability of Stellenbosch. Capital demand in these areas are usually of low intensity.
- **Adam Tas Corridor:** Capital Investment in the Adam Tas Corridor is vital in terms of the IUDF and the aims identified therein. The Corridor is deemed as a catalytic spatial structuring element that not only serves a local function, but

also a regional function and, if enforced, will capture a
critical mass with the potential to attract incredible potential for economic development spatial reform.

Figure 11: 2019/20 – 2028/209 Capital Expenditure Framework – PDA Analysis

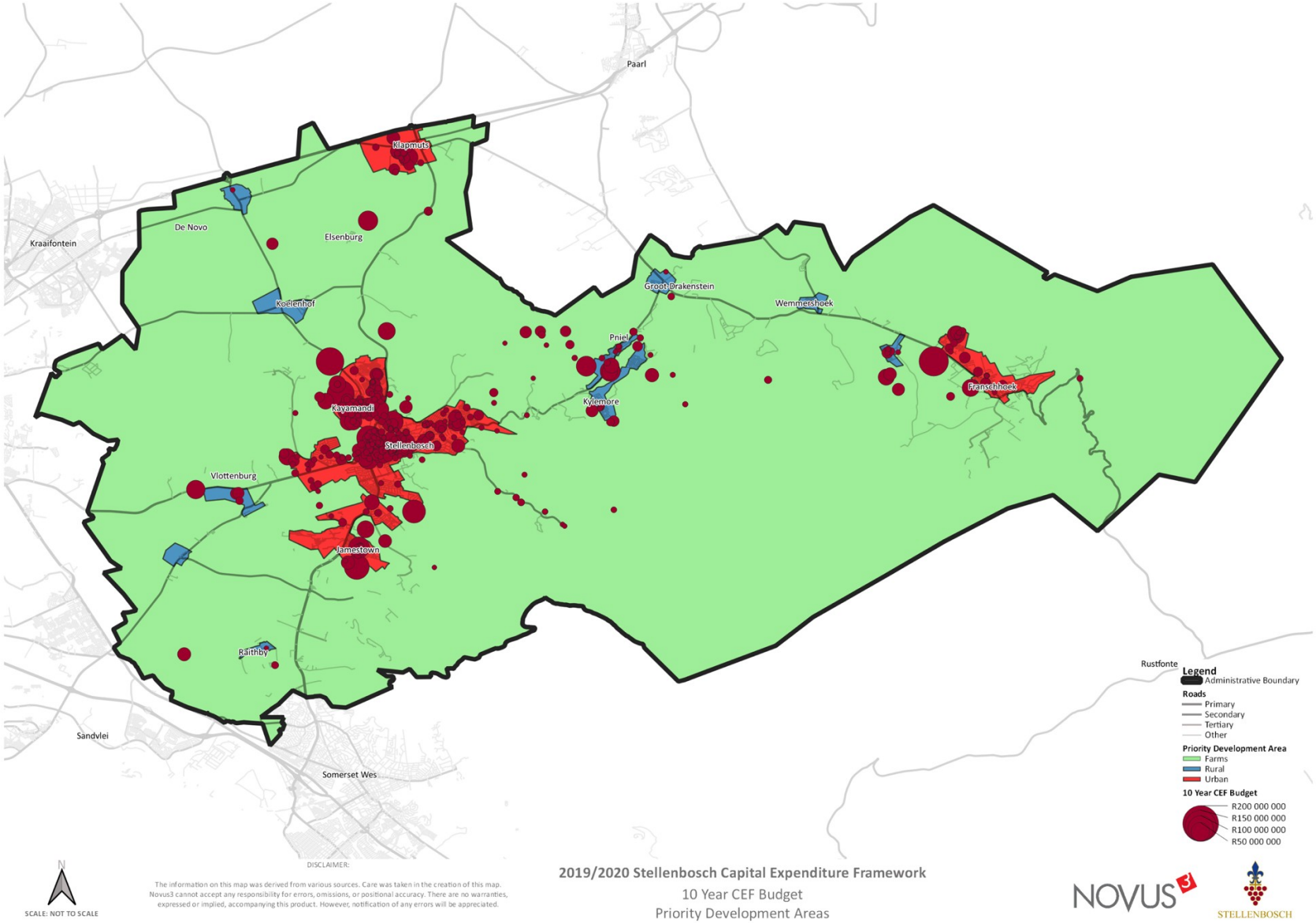


Table 17: 10 Year 2019/20 Capital Expenditure Framework

Row Labels	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Community and Protection Services	R64 315 000	R28 245 000	R27 675 000	R29 374 000	R28 405 000	R19 200 000	R41 287 000	R23 440 000	R14 750 001
Cemeteries	R2 200 000	R1 500 000	R8 000 000	R500 000	R-	R-	R-	R-	R-
Community and Protection Services: General	R3 525 000	R250 000	R-	R-	R-	R-	R-	R-	R-
Community Development	R385 000	R85 000	R100 000	R560 000	R55 000	R60 000	R607 000	R50 000	R60 000
Community Services: Library Services	R1 960 000	R1 340 000	R555 000	R360 000	R630 000	R260 000	R1 500 000	R800 000	R50 000
Disaster Management	R2 900 000	R800 000	R-	R1 500 000	R-	R-	R-	R-	R-
Nature Conservation	R4 360 000	R3 120 000	R2 420 000	R2 000 000	R2 050 000	R2 000 000	R5 000 000	R1 000 000	R1 500 000
Environmental Management: Urban Greening	R185 000	R150 000	R700 000	R50 000	R550 000	R-	R2 500 000	R-	R-
Fire and Rescue Services	R23 900 000	R800 000	R-	R3 500 000	R5 500 000	R350 000	R1 000 000	R6 000 000	R2 600 000
Halls	R250 000	R250 000	R700 000	R1 300 000	R1 000 000	R1 000 000	R500 000	R500 000	R1 500 000
Law Enforcement and Security	R5 150 000	R5 850 000	R5 350 000	R4 650 000	R5 150 000	R4 800 000	R4 850 000	R4 950 000	R5 600 001
Parks, Rivers and Area Cleaning	R10 550 000	R7 700 000	R4 700 000	R10 790 000	R13 440 000	R10 690 000	R10 790 000	R10 140 000	R3 440 000
Sports Grounds and Picnic Sites	R7 530 000	R4 800 000	R4 750 000	R2 000 000	R-	R-	R14 500 000	R-	R-
Traffic Services	R1 420 000	R1 600 000	R400 000	R2 164 000	R30 000	R40 000	R40 000	R-	R-
Corporate Services	R111 970 000	R35 050 000	R29 050 000	R19 350 000	R9 760 000	R9 750 000	R14 050 000	R30 850 000	R34 800 000
(ICT)	R5 600 000	R5 100 000	R5 200 000	R6 600 000	R6 800 000	R6 800 000	R6 900 000	R6 900 000	R7 000 000
Parks, Rivers and Area Cleaning	R-	R-	R-	R-	R10 000	R-	R-	R-	R-
Properties and Municipal Building Maintenance	R106 050 000	R29 950 000	R23 850 000	R12 750 000	R2 950 000	R2 950 000	R7 150 000	R23 950 000	R27 800 000
Strategic Corporate Services: General	R320 000	R-	R-	R-	R-	R-	R-	R-	R-
Financial Services	R150 000	R150 000	R150 000	R-	R-	R-	R-	R-	R-
Executive Support: Financial Services: General	R150 000	R150 000	R150 000	R-	R-	R-	R-	R-	R-
Infrastructure Services	R371 856 528	R346 125 959	R369 238 900	R316 977 754	R333 936 119	R363 809 556	R346 478 330	R384 657 630	R360 105 908
Electrical Services	R34 290 000	R30 500 000	R38 950 000	R19 500 000	R60 500 000	R-	R37 100 000	R47 700 000	R50 800 000
Executive Support: Engineering Services: General	R800 000	R400 000	R-	R10 000	R60 910 000	R60 700 000	R300 000	R300 000	R300 000
Infrastructure Plan, Dev and Implement	R40 431 528	R37 796 528	R44 393 900	R65 522 754	R51 011 119	R73 209 556	R42 158 330	R105 222 630	R106 505 908
Roads and Stormwater	R37 800 000	R9 300 000	R12 050 000	R18 250 000	R33 500 000	R48 500 000	R74 200 000	R34 600 000	R18 850 000
Traffic Engineering	R19 800 000	R6 250 000	R2 400 000	R-	R700 000	R2 600 000	R6 000 000	R1 000 000	R500 000
Transport Planning	R12 600 000	R6 200 000	R6 000 000	R100 000	R1 300 000	R1 200 000	R25 220 000	R43 335 000	R84 050 000
Waste Management: Solid Waste Management	R31 735 000	R28 945 000	R34 345 000	R15 495 000	R14 015 000	R11 700 000	R16 150 000	R31 050 000	R17 600 000
Water and Wastewater Services: Sanitation	R114 400 000	R113 234 431	R98 350 000	R72 600 000	R51 100 000	R27 500 000	R22 400 000	R38 250 000	R42 300 000
Water and Wastewater Services: Water	R80 000 000	R113 500 000	R132 750 000	R125 500 000	R60 900 000	R138 400 000	R122 950 000	R83 200 000	R39 200 000
Municipal Manager	R35 000	R40 000	R40 000	R-	R-	R-	R-	R-	R-
Executive Support: Office of the Municipal Manager	R35 000	R40 000	R40 000	R-	R-	R-	R-	R-	R-
Planning and Economic Development	R9 950 000	R5 001 800	R183 800	R8 295 000	R12 876 600	R4 248 400	R6 164 200	R13 050 000	R23 355 000
Administrative Support	R-	R-	R-	R-	R-	R-	R1 000 000	R10 000 000	R20 000 000
Building Development Management	R-	R-	R-	R-	R-	R-	R-	R-	R-
Customer Interface & Administration	R-	R-	R-	R-	R-	R-	R-	R-	R-
Development Planning: Spatial Planning	R-	R-	R-	R-	R255 000	R45 000	R-	R-	R-
Economic Development and Tourism	R9 695 000	R4 785 000	R-	R-	R5 000 000	R-	R-	R-	R300 000
IHS: Informal Settlements	R-	R-	R-	R8 270 000	R5 250 000	R3 020 000	R3 025 000	R3 025 000	R3 025 000
IHS: New Housing	R50 000	R51 800	R58 800	R25 000	R24 000	R24 500	R25 000	R25 000	R30 000
Land Use Management	R150 000	R130 000	R125 000	R-	R-	R-	R-	R-	R-
Spatial Planning: Planning and Development	R55 000	R35 000	R-	R-	R2 347 600	R1 158 900	R2 114 200	R-	R-
Grand Total	R558 276 528	R414 612 759	R426 337 700	R373 996 754	R384 977 719	R397 007 956	R407 979 530	R451 997 630	R433 010 909

3. CAPITAL EXPENDITURE IMPLEMENTATION FRAMEWORK – 2019/2021 MTREF

Once the ten year Capital Expenditure Framework has been set up as a result of the prioritisation and budget fit process, a three year Capital Expenditure Implementation follows. In order to manage Capital Expenditure Implementation, National Government, through the MFMA has established the Medium Term Revenue and Expenditure Framework (MTREF). The MTREF is a rolling three-year expenditure planning tool and defines the expenditure priorities for a period of three years.

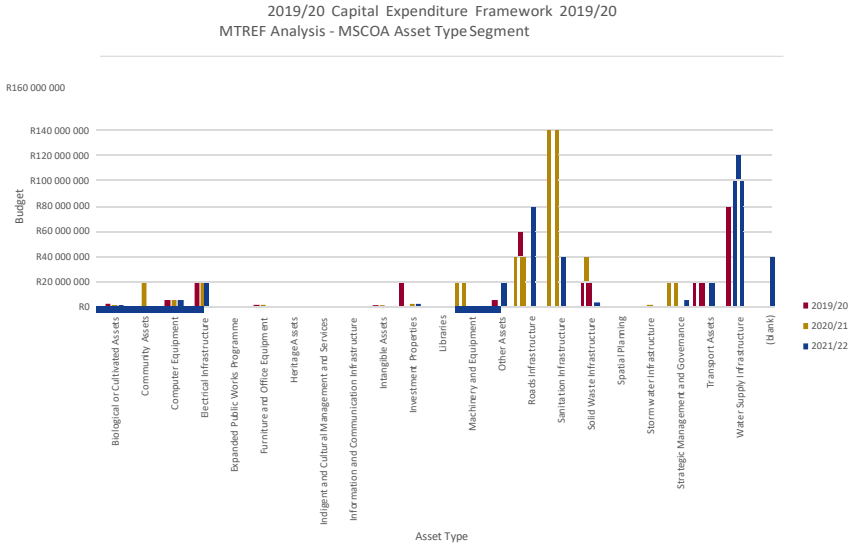


Figure 12: 2019/20 MTREF Capital Budget by mSCOA Asset Type

6.3 Functional Area Budget Split

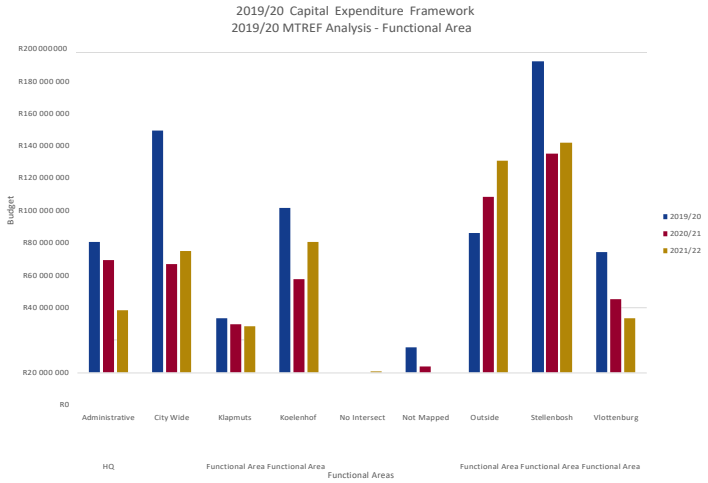


Figure 13: 2019/20 MTREF Capital Budget by Functional Area

Table 18: 2019/20 MTREF Capital Budget by Functional Area

Functional Area		2019/20		2020/21		2021/22		Total	Percentage
Administrative HQ	R	80 665 000	R	69 686 800	R	38 476 800	R	188 828 600	11%
City Wide	R	149 405 000	R	67 110 000	R	75 000 900	R	291 515 900	16%
Klapmuts Functional Area	R	33 551 528	R	29 576 394	R	28 625 023	R	91 752 945	5%
Koelenhof Functional Area	R	102 100 857	R	57 644 772	R	80 406 846	R	240 152 475	13%
No Intersect	R	0	R	0	R	17 720	R	17 720	0%
Not Mapped	R	15 845 000	R	3 750 000	R	-	R	19 595 000	1%
Outside Functional Area	R	86 173 196	R	108 376 129	R	130 824 054	R	325 373 378	18%
Stellenbosch Functional Area	R	192 161 502	R	135 588 586	R	142 050 325	R	469 800 412	26%
Vlottenburg Functional Area	R	74 705 024	R	45 298 263	R	33 290 173	R	153 293 460	9%
Grand Total	R	734 607 107	R	517 030 942	R	528 691 841	R	1 780 329 890	100%

4. SUMMARY

4.1 Socio-Economic Base and Future Revenue

- Strong economic base and diversified economy, but rapid increase in migration to the municipal area placing pressure on existing infrastructure;
- However – national conditions also impact on the municipality – with only moderate growth forecast over the forecast period;
- A key structural weakness can now be identified: as economic growth rates slow, which might have a negative effect on revenue collection to extract additional revenue for ever-growing needs;
- To pursue and sustain progressive / redistributive / pro-poor policies – it is essential that the economic base expands and critically, job creation (especially at entry-level) accelerates, and;
- Over the forecast period – we still see scope for tariff increases (broadly aligned with CPI) and for more progressive tariff structures.

4.2 Capital Investment

- Stellenbosch embarked on an aggressive capex programme since 2014 – largely funded from own resources;
- As the population continues to increase, the municipality needs to deal with normalising historic settlement patterns to accommodate new migrants and improve access to and mobility within the municipal area;
- Although the total budgeted investment returns to the R350 million p.a. level over the MTREF period, we envisage a moderate growth-rate in capex over the forecast period. This is to ensure capital investment keeps pace with population growth and continues to address backlogs;
- We have introduced a conservative borrowing programme which remains well within the prudential limits;
- Even though the municipality has used spatial prioritisation as an input to capital investment, the CEF is one of the first documents of the municipality that show how it is done on a technical level. Successful weaving between the latest thinking regarding the spatial structure of Stellenbosch and the prioritisation model was achieved when considering the capital expenditure allocated to the Priority Development Areas.
- Detailed, precinct level designs should be done, in order to result in a quantified and phased implementation plan that will then be subjected to the prioritisation and budget fit methodology of the municipality in order for projects within these areas to participate in the budget allocation process of the Municipality.
- In order to deliver the said detailed precinct level designs, more spatial and economic modelling is required for a comprehensive perspective on the long-term corridor

development and spatial settlement patterns in the municipal area, and;

- Despite continued use of own resources and a depletion of cash reserves, the liquidity metrics remain positive over the forecast period.

4.3 Institutional Arrangements

- Stellenbosch Local Municipality is one of the municipalities who has developed a Capital Expenditure Framework, and one of the only municipalities. The ease with which the CEF could be developed is largely attributable to the levels of institutional maturity which enabled an integrated mechanism of planning as intended by the IUDF.
- Regardless of the institutional maturity, the municipality still identified areas of improvement that can be worked on towards the next version of the Capital Expenditure Framework.

Institutional Arrangements of note to this extract includes:

- **Volume based data collection:** This CEF is financially oriented. In order to ensure that the service delivery needs within the municipality are met, it is necessary to have a better understanding of the asset quality within the municipality and what the volumes are that will be obtained after spending the capital as expressed in the CEF. This will lead to a CEF that not only look at whether the municipal budget is sustainable, but also meet the potential needs that is facing the municipality as identified in the demand quantification chapter of this document.
- **Update master plans:** The CEF is reports on an ongoing cycle of project conceptualisation, planning budgeting and implementation. Part of this process is to update master plans – alternatively referred to as sector plans. This will then feed into the Integrated Infrastructure Investment Framework (IIIF). Stellenbosch is in process of updating various master plans which, once updated, will result in a project list which will then feed into the CEF, and so ensure that the CEF remains current and relevant.
- **Clear set of performance indicators:** During the process of developing the CEF, various indicators were provided and discussed. The first round CEF's should show which metrics could assist in measuring performance towards the IUDF. Two such indicators include the Poor versus Non-Poor capital expenditure ratio, as well as the % of capital expenditure that is spatially targeted, and;
- **Adjustment of submission dates:** There is a call for better alignment between municipal and national planning processes in terms of submission dates of critical document such as the MTREF budget, SDF review, IDP update and a CEF. What makes this even more critical of a call, is the fact that the said documents are all intertwined, which calls for stronger coordination within the municipality.

7.8.3	**FEEDBACK ON THE PUBLIC PARTICPATION PROCESS ON THE REQUEST TO LEASE ERF 502 BH 1 AND 2, LYNEDOCH, STELLENBOSCH TO STELLENBOSCH UNIVERSITY FOR A EUROPEAN UNION FUNDED RESEARCH ENDEAVOUR**

Collaborator No: **746264**
IDP KPA Ref No: **Good Governance**
Meeting Date: **22 March 2023**

1. SUBJECT: FEEDBACK ON THE PUBLIC PARTICPATION PROCESS ON THE REQUEST TO LEASE ERF 502 BH 1 AND 2, LYNEDOCH, STELLENBOSCH TO STELLENBOSCH UNIVERSITY FOR A EUROPEAN UNION FUNDED RESEARCH ENDEAVOUR

2. PURPOSE

To provide feedback to Council on the notice that was published to inform the public of the municipality's intention to lease Erf 502 for the purposes of European Union (EU) funded Research Endeavour, in Partnership with Lynedoch Farmers, to Stellenbosch University.

3. DELEGATED AUTHORITY

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

4. EXECUTIVE SUMMARY

The item deals with the outcomes of a public participation process that was followed in terms of the Policy on the Management of Council-owned Properties allow for direct negotiations (private treaty) in specific circumstances, *inter alia* for the purpose of Agricultural Purposes, with the intention of following an appropriate process for the consideration of the application from Stellenbosch University for a lease period of 3 (three) years.

The ownership of Erf 502 vests with the Municipality. The Policy on the Management of Council-owned properties allow for direct negotiations (private treaty) in specific circumstances, *inter alia* for the purpose of agricultural purposes.

A copy of the request is attached as **APPENDIX 1**.

5. RECOMMENDATIONS

(a) that Council take note of the fact no submissions were received on the notice published to express the municipality's intention of following an appropriate process for the consideration of the application from Stellenbosch University for a short-term lease agreement for Erf 502, Lynedoch where they are involved in a project assessing the potential value of seven technologies to enhance the productivity of emerging farmers;

(b) that the Municipal Manager be authorized to conclude the contract or agreement after above is finalized in terms of the applicable Act/Regulation;

(c) that the Municipal Manager be mandated to determine the monthly rental amount;

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

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

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

6. DISCUSSION / CONTENT

6.1 Background

Ownership of Erf 502, Lynedoch, Stellenbosch

Ownership of erf 502, Lynedoch vests with Stellenbosch Municipality.

6.2 Discussion

6.2.1 Application for short term lease

Hereto attached as **APPENDIX 1** is a self-explanatory letter/application received from Stellenbosch University.

They intend investigating the potential value of seven technologies to enhance the productivity of emerging farmers. The initial phase will test the technologies as a pilot site at the Welgevallen Experimental Farm, and then towards the end 2022, the emerging Lynedoch Farmers will join the team to co-design and adapt the technology. The project budget has money allocated for the technology to be demonstrated on the farms, after piloting at the university.

Given the above, Council resolved on 26-10-2022, the Municipal Manager to start a Public Participation process appropriate of the municipality's intention of following an appropriate process for the consideration of the application from Stellenbosch University for a short-term lease agreement for Erf 502, Lynedoch where they are involved in a project assessing the potential value of seven technologies to enhance the productivity of emerging farmers.

Council furthermore resolved that such a process be followed in line with the applicable legislation, regulations and policies.

Lastly it authorises the Executive Mayor to conclude the contract or agreement after the appropriate process has been completed terms of the applicable Act/Regulations.

To achieve the above, a notice (21-11-2022) was placed in the Eikestad Nuus (**APPENDIX 2**), and on the municipal website, expressing the municipality's intention of following an appropriate process for the consideration of the application from Stellenbosch University for a short-term lease agreement for erf 502, Lynedoch. At the closing date for submissions were (21 days), no submissions were received.

6.2.2 Location and context

The property is situated on Erf 502 BH 1 & 2, Lynedoch, Stellenbosch.

Property description

Erf 502 BH, measuring 5.229Ha in size, is zoned for farming purposes.

6.2.3 Policy on the Management of Council owned property

In terms of paragraph 3.1.11 of the Policy for Management of Municipal Agricultural Land reserves the right to entertain unsolicited bids for the lease of viable immovable property for agricultural uses to create an enabling environment to users of the land to participate meaningfully in agricultural activities to:

a) Promote Entrepreneurship

b) Contribute to Food Production and Economic Opportunities

c) Leverage the expertise and markets of existing commercial farmers to assist emerging farmers through strategic partnerships and/or shareholding especially new entrants.

d) Provide access to agricultural land and security of tenure

6.3 Financial Implications

There are no financial implications that is invoked by this request.

6.4 Legal Implications

That the Municipal Manager be authorized to conclude the contract or agreement with Stellenbosch University and declaring the University will be responsible for the payment of all services.

6.5 Staff Implications

There are no additional staff implications.

6.6 Previous / Relevant Council Resolutions

8th COUNCIL MEETING:2022-10-26:ITEM 11.10.1

RESOLVED (NEM CON)

(a) That farm No.502BH, Stellenbosch Division, be identified as land not needed for Municipal Services

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

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

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

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

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

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

APPENDIX 1

Stellenbosch
UNIVERSITY
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UNIVERSITEIT

Stellenbosch University Water Institute

15 August 2022
Mr. Anthony Barnes
Chief Director: Planning and Economic Development
Stellenbosch Municipality

Request for access to Municipally Owned Agricultural Land at Lynedoch for a EU-funded Research Endeavour in Partnership with Lynedoch Farmers

Dear Mr. Barnes

A team of Stellenbosch University (SU) researchers, with collaborators from four African and five European countries are involved in a project assessing the potential value of seven technologies to enhance the productivity of emerging farmers. The initial phase will test the technologies at a pilot site at the Welgevallen Experimental Farm, and then towards the end 2022, the emerging Lynedoch Farmers will join the team to co-design and adapt the technology. The project budget has money allocated for the technology to be demonstrated on the farms, after piloting at the university.

The impact of the project is expected to go beyond the transfer of technology and will also involve introducing the farmers to market opportunities and building management capacity through training and workshops. The attached project synopsis describes the anticipated outcomes of the project.

The SU team is aware that land was leased to 11 farmers at Lynedoch, one of whom is deceased. Permission is hereby requested to work with the farmers to use the deceased person's land, or any other appropriate land in Lynedoch, to test the most appropriate seven technologies, as revealed during the pilot phase. We seek permission to lease the land for a period of 3 years, starting in September 2022 and ending in July 2025, to demonstrate and optimize the technologies. We undertake to pay rent, if needed, as well as the related cost for water usage on the property for the duration of the assignment, and to hand it back in good faith after the project has come to a close. The assets installed on the property that are funded by the project will ultimately be transferred to the management co-operative of farmers at the Lynedoch site. As indicated, the farmers will co-develop and run the demonstration technologies with the university team. The farmers have a dormant co-operative, and are in the process of re-establishing it. The farmer community of practice has been in conversation with the DIVAGRI team since 2021.

Thanking you in advance for considering our request

Sincerely

Gideon Wolfaardt, Prof. Dept of Microbiology
ERWAT Chair in Water Research and Rand water Chair in Public Health
Director, Stellenbosch University Water Institute, Stellenbosch University
Private Bag X1, Matieland, 7602, South Africa
Tel. +27-21-808 3039; email: gmw@sun.ac.za

DIVAGRI

Revenue DIVersification pathways in Africa through bio-based and circular AGRIcultural innovations

PROJECT DURATION: June 2021 – May 2025

PROJECT SUMMARY:

Over 20 international project partners will test and adapt simple technologies to local conditions that will turn farmers' waste materials into valuable products, thereby creating new business opportunities and reducing input costs. The project is being implemented in South Africa (Stellenbosch and Pretoria), Ghana, Namibia, Botswana and Mozambique.

In short, the technologies will aim to do the following:

1. **Produce clean water for irrigation from brackish water and wastewater** with a desalination greenhouse and artificial wetland
2. **Use waste materials to produce fertiliser and energy** – a biogas digester will turn wastes into gas for energy use and digestate for fertiliser; and a mobile kiln can be used for cooking while producing charcoal
3. **Improve farming techniques** with a highly efficient, clay-based drip irrigation system (SLECI) and ethnobotanical intercropping
4. **Add value to farming residues** with a mobile biorefinery

The aim is to use the waste outputs of one technology (and/or farmers' daily operations) as input for another technology, to thereby create circularity and save costs.

The technologies exist already, but will be adapted in a co-creation process with local small-scale farmers and broader industry stakeholders to make it economically beneficial to the small-scale farmers. In addition to installing and testing these technologies with a community, the international project team will work on creating new business opportunities and value chains for the farming communities participating in the project.

At Stellenbosch, the small farming community at **Lynedoch** was selected as the demonstration site.

The technologies are in the process of being set up at the University's experimental farm, Welgevallen. This will be completed by November 2022. From there, the community and a wide range of industry stakeholders will be involved in the piloting phase to adapt the technologies to local circumstances. By the end of 2023, the technologies will be installed on a piece of municipal land in Lynedoch, to be further adapted and used to the benefit of the participating farmers.

Revenue DIVersification pathways in Africa through bio-based and circular AGRIcultural innovations

Proposal acronym: DIVAGRI | Proposal Coordinator: Hochschule Wismar | Contact: Sebastien Clerc-Renaud

Table 1: List of participants

N°	Participant organisation name	Main roles in project	Type	Country
1	Hochschule Wismar (HSW)	Project coordination, SLECI, biorefineries	UNI	DE
2	Institut für Polymertechnologien e.V. (IPT)	SLECI, bioplastics	RTD	DE
3	alchemia-nova GmbH (ALCN)	Scientific lead, biorefineries, multifunctional wetlands, agroforestry, regenerative farming, circular bioeconomy	SME	AT
4	Stellenbosch University (SU)	WP5 lead, pilot & demo lead, comm. & diss. Africa lead	UNI	ZA
5	Agricultural Research Council (ARC)	End-user participatory research, WP1 lead, pilot & demo lead, South Africa country lead	RTD	ZA
6	Namibia University of Science and Technology (NUST)	WP2 lead, multifunctional wetlands, biochar, biogas, pilot lead, Namibia country lead	UNI	NA
7	University of Cape Coast (UCC)	WP4 lead, biochar, biogas, pilot lead, business models, Ghana country lead	UNI	GH
8	National Agricultural Research and Development Institute (NARDI)	WP3 lead, pilot & demo lead, Botswana country lead	RTD	BW
9	İstanbul Avrupa Araştırmaları Derneği (IAAD)	WP6 lead, Communication, Dissemination and Exploitation lead	CSO	TR
10	Council for Scientific and Industrial Research - Crops Research Institute (CSIR)	Public extension service provider, agronomy, pilot & demo lead	RTD	GH
11	Lake Agege Farm (LAF)	Farm, end-user, demo site	SME	GH
12	Botswana University of Agriculture and Natural Resources (BUAN)	Pilot & demo lead	UNI	BW
13	Instituto Superior Politecnico de Manica (ISPM)	Demo lead, Mozambique country lead	UNI	MZ
14	Center for Research and Technology Transfer to Communities (CITT)	Education and training, extension services, demo lead	RTD	MZ
15	Lisha Empowerment and Development (LISHA)	Education, training, community economic development, demo lead	CSO	NA
16	Namibia Rotomould CC (NMR)	Bioplastics, local supply chains, exploitation	SME	NA
17	G&G Extrusionstechnik GmbH (G&G)	Bioplastics, exploitation	SME	DE
18	FH Joanneum GmBH (FHJ)	Food & nutrition security, food processing	UNI	AT
19	Asociacion de la Industria Navarra (AIN)	SLECI, biorefineries, dissemination/cross-transfer	SME	ES
20	Institut Po Ovoshtarstvo-Plovdiv (FGI)	Transfer of know-how on SLECI field testing	RTD	BG
21	Ss. Cyril and Methodius University in Skopje (UKIM)	Rural development (emerging rural economies), training and transfer of Eastern European experience to Africa	UNI	MK

The DIVAGRI partnership also includes 39 indirect partners consisting of policy makers such ministries of agriculture or economy, policy advisors such as associations, industry farming companies, and international organisations. Twelve organisations are supporting the project as members of the Advisory Board.

APPENDIX 2

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OFFICIAL NOTICE

PROPOSED LEASE OF FARM NO: 502BH, STELLENBOSCH DIVISION: STELLENBOSCH UNIVERSITY FOR A EUROPEAN (EU) FUNDED RESEARCH

Notice is hereby given of Stellenbosch Municipality's intention to lease Farm No. 502BH, Stellenbosch Division to Stellenbosch University for a European Union Funded Research Endeavour, measuring 1507m² in extent and situated on the Annandale Road.

Should any person or legal entity have any claim on Farm no: 502BH, or any objections against the intended lease to the University of Stellenbosch, such objection should be in writing and should reach the undersigned within 21 days of this notice.

For further information please contact Lesley van Gensen at: email lesley.vangensen@stellenbosch.gov.za or Tel: 021 - 808 8179, 2nd floor NPK Building, Plein Street, Stellenbosch.

GARALDINE METTLER
MUNICIPAL MANAGER
PO BOX 17, STELLENBOSCH, 7599

Date: 21 November 022

Notice number: 164/2022

AMPTELIKE KENNISGEWING

VOORGESTELDE HUUR VAN PLAAS NO: 502BH, AFDELING STELLENBOSCH: UNIVERSITEIT STELLENBOSCH VIR 'N EUROPESE UNIE (EU) BEFONDSDE NAVORSING

Kennis word hiermee gegee van Stellenbosch Munisipaliteit se voorneme om Plaas Nr. 502BH, Afdeling Stellenbosch, Erf grootte 1507m² en geleë op die Annandalepad, aan die Universiteit Stellenbosch te verhuur vir 'n Europese Unie (EU) Befondsde Navorsingsprojek.

Indien enige persoon of regspersoon enige eis op Plaas Nr: 502BH het, of enige besware teen die voorgenome huurkontrak aan die Universiteit van Stellenbosch hê, moet sodanige beswaar skriftelik wees en moet dit die ondergetekende binne 21 dae vanaf hierdie kennisgewing bereik.

Vir verdere inligting kontak asseblief Lesley van Gensen by: e-pos lesley.vangensen@stellenbosch.gov.za of Tel: 021 - 808 8179, 2de vloer NPK-gebou, Pleinstraat, Stellenbosch.

GARALDINE METTLER
MUNISIPALE BESTUURDER
POSBUS 17, STELLENBOSCH, 7599

Datum: 21 November 2022

Kennisgewingnommer: 164/2022

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

7.9.1	**APPROVAL TO COMMENCE WITH THE PUBLIC PARTICIPATION PROCESS FOR THE ECONOMIC DEVELOPMENT STRATEGY FOR THE STELLENBOSCH MUNICIPALITY IN TERMS OF THE LOCAL GOVERNMENT: MUNICIPAL SYSTEMS ACT, NO 32 OF 2000 AND REGUALTIONS**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **22 March 2023**

1. SUBJECT: APPROVAL TO COMMENCE WITH THE PUBLIC PARTICIPATION PROCESS FOR THE ECONOMIC DEVELOPMENT STRATEGY FOR THE STELLENBOSCH MUNICIPALITY IN TERMS OF THE LOCAL GOVERNMENT: MUNICIPAL SYSTEMS ACT, NO 32 OF 2000 AND REGUALTIONS

2. PURPOSE OF REPORT

To obtain approval from Council to commence with the public participation process for the draft Economic Development Strategy in line with The Local Governement: Municipal Systems Act, No 32 of 2000 and Regualtions, to obtain comment on the draft Economic Development Strategy that will enable the Directorate Planing and Economic Development to finalise the Economic Development Strategy and submit the strategic document to Council for consideration.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The purpose of the Economic Development Strategy is to enable economic development and build up the economic capacity of a local area to improve its economic future and the quality of life for all. It is a process by which public, business and non-governmental sector partners work collectively to create better conditions for economic growth and employment generation.

Therefore to enable this strategy in terms of the The Local Governement : Municipal Systems Act, No 32 of 2000 and Regulations Section 26C requires that the council's development priorities and objectives for its elected term, including its local economic development aims and its internal transformation needs.

5. RECOMMENDATIONS

(a) that Council take note of the draft Economic Development Strategy attached as **APPENDIX 1** to the agenda;

(b) that Council gives approval for the commencement of the public participation process in respect of the draft Economic Development Strategy subject to the following conditions:
   a. The public participation phase of the project will take place over 60 days (2 months).
   b. The draft Economic Development Strategy will be advertised in the local newspaper, municipal web page and notice boards within two weeks after the decision by Council.

(c) that after the public participation process is concluded, the draft Economic Development Strategy must be resubmitted to Council together with all comments received for consideration.

6. DISCUSSION /CONTENTS

The Economic Development Strategy starts by highlighting key factors of how Stellenbosch Municipality should approach economic development.

It then looks at how the population in Stellenbosch has grown over the past years and evaluates to what extent service delivery has managed to keep up.

Next, it considers trends in regional output and employment to identify which sectors contribute most to the area's economy as well as the role and importance of tourism in the economy of Stellenbosch.

The last section covers the implementation plan which covers the integration of various long-term strategies of the municipality such, but not limited to:

- Competitive Strategies
- Infrastructure Strategies
- Inclusion Strategies
- Trade Promotion and Sector Development Strategies
- Sustainable Growth Strategies
- Tourism Development and Resilience Strategy

7. FINANCIAL IMPLICATIONS

No financial implication.

8. LEGAL IMPLICATIONS

The recommendations in this report comply with Council's policies and applicable legislation.

9. STAFF IMPLICATIONS

None

10. RISK IMPLICATIONS

None

APPENDICES

APPENDIX 1: Draft Economic Development Strategy
APPENDIX 2: Info graphic Stellenbosch Municipality

APPENDIX 1

2022

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MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

STELLENBOSCH MUNICIPALITY: DRAFT ECONOMIC DEVELOPMENT STRATEGY AND IMPLEMENTATION PLAN

Contents

Introduction 1
What role should local government play in economic development? 3
Why should municipalities contribute to LED? 3
How should municipalities contribute to LED? 4
Is service delivery keeping up with population growth? 6
Population and household growth 6
Service delivery performance 9
Which sectors are the main contributors to economic output and employment? 12
Contribution of different sectors to GDPR 13
Employment trends and inequality 16
Prospects for the tourism sector 21
Historical perspective on Stellenbosch tourism 21
Impact of COVID-19 on tourism 23
Conclusion 26
Implementation plan 27
Competitive Strategies 27
Strategy 1: Develop and Implement a consolidated Business Investment Desk 27
Strategy 2: Develop and Implement a Business Incentives Programme 28
Strategy 3: Prioritise and Implement an "Ease of Doing Business" Programme 28
Strategy 4: Institutionalise Economic Intelligence 29
Infrastructure Strategies 31
Strategy 1: Leverage underutilised Municipal assets to maximise economic benefits 32
Strategy 2: Maintain and upgrade basic service infrastructure 32
Inclusion Strategies 33
Strategy 1: Coordinate Local Development Programmes to Enhance the Informal Economy 34
Strategy 2: Broaden Job Opportunities and Alleviate Poverty via the Expanded Public Works Programme. 34
Trade Promotion and Sector Development Strategies 36
Strategy 1: Utilise external relations to attract investment and promote growth sectors 36
Sustainable Growth Strategies 37
Strategy 1: Develop and Implement a Comprehensive Green Economy Programme 37

Strategy 2: Promote and Implement Water Resilience 38
Strategy 3: Promote and Implement Energy Resilience 39
Tourism Development and Resilience Strategies 41
Strategy 1: Visitor Experience: 42
Strategy 2: Tourism Infrastructure: 42
Strategy 3: Destination Marketing: 42
Strategy 4: Tourism Product Development: 42
Strategy 5: Institutional Arrangement and Regulation: 43

List of tables

Table 1 Basic Service Delivery across Cape Wineland Municipalities (% of households) 10
Table 2: Summary of Stellenbosch Municipality service delivery targets 11

List of figures

Figure 1: Annual population growth in the Western Cape compared to SA 7
Figure 2: Annual population growth in Stellenbosch Municipality 7
Figure 3: Number of households at the start of each decade per Cape Wineland Municipality 8
Figure 4: Number of households in Stellenbosch benefiting from free basic services for water, electricity, sewerage and sanitation, and solid waste management. 11
Figure 5: Output by sector in 2020 (Rand million, 2015-constant prices) 13
Figure 6: Annual growth rate between 2010 and 2019 of the largest subsectors in Stellenbosch (2015-constant prices) 14
Figure 7: Annual GDPR growth rate within the Cape Winelands District Municipality (2015-constant prices) 16
Figure 8: Number of people in formal employment by skills level (2020) 17
Figure 10: Share of formal and informal employment, 2020 18
Figure 9: Average annual rate of job creation in the formal sector (2015-2019) 18
Figure 11: Unemployment rates in the Cape Winelands (%) 19
Figure 12: Average monthly taxable income per taxpayer (2020, current prices) 20
Figure 13: Income inequality as measured by the Gini-coefficient 21
Figure 14: Output in catering and accommodation services (2015-constant prices, rand million) 22
Figure 15: Output in catering and accommodation services, indexed to 2010 (2015-constant prices) 22
Figure 16: Employment in catering and accommodation services in Stellenbosch Municipality 23
Figure 17: Inbound trips (number of foreign visitors (excl. SADC)) 24
Figure 18: Stellenbosch Accommodation Data (self-reported) 24

Introduction

"The purpose of local economic development (LED) is to build up the economic capacity of a local area to improve its economic future and the quality of life for all. It is a process by which public, business and non-governmental sector partners work collectively to create better conditions for economic growth and employment generation." (The World Bank, 2006)[1]

Stellenbosch Municipality has asked the BER to provide an overview of local economic development with the municipal boundaries. To this end, this report is not a LED Strategy but can be used as a basis from which a LED Strategy might be developed. It draws from existing publications by Stellenbosch Municipality and the Province, to highlight aspects that are relevant to economic development.

Stellenbosch[2] is one of 39 Intermediate City Municipalities (ICMs) in South Africa. Smaller cities can have distinct advantages over larger metros. They can benefit from a high level of local connectivity and identity, efficiencies that result from operating at a manageable scale, and often have a defined economic heritage. Some municipalities also have unique cultural, recreational, and tertiary education assets, that can help to stabilise the local economic base, makes social capital available and support innovation.[3]

Stellenbosch is fortunate to be characterised by all of the above and has access to a unique set of social, economic, political and natural resources that it can use to shape its development path.[4] These conditions determine the region's ability to attract and retain investment. The municipality's role is to create an environment that enables business and citizens to make use of the opportunities that these resources offer. The broad aim of local economic development (LED) is therefore to build the capacity of a municipality in a way that improves it economic future and betters the quality of life for its citizens.

To develop a LED Strategy, a municipality needs to understand current levels of economic activity in its region. To this end, this report gives an overview of economic development within the boundaries of Stellenbosch Municipality. It focuses on longer-term trends and does not specifically look at the impact of the COVID-19 pandemic.

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[1] The World Bank (2006). **Local Economic Development: A Primer Developing and Implementing Local Economic Strategies and Action Plans.**

[2] The municipal area includes the towns of Stellenbosch and Franschhoek, as well as several rural hamlets: Wemmershoek, La Motte, De Novo, Kylemore, Pniël, Johannesdal, Languedoc, Groot Drakenstein, Muldersvlei, Klapmuts, Elsenburg, Raithby, Jamestown, Koelenhof and Vlottenburg.

[3] **https://www.sacities.net/wp-content/uploads/2020/03/Rethinking-LED-Local-Economic-Development-in-Intermediate-Cities.-Released-2019.-pdf.pdf**

[4] **https://www.sacities.net/wp-content/uploads/2020/03/Rethinking-LED-Local-Economic-Development-in-Intermediate-Cities.-Released-2019.-pdf.pdf**

The report starts by highlighting key factors of how municipalities should approach economic development. It then looks at how the population in Stellenbosch has grown over the past years, and evaluates to what extent service delivery has managed to keep up. Next, it considers trends in regional output and employment to identify which sectors contribute most to the area's economy. The final section delves deeper into the role of tourism in the economy of Stellenbosch.

*Note: Throughout the report, any references to Stellenbosch refer to the **Stellenbosch Municipal area** and, unless otherwise stated, do not mean the town of Stellenbosch.*

What role should local government play in economic development?

Why should municipalities contribute to LED?

The National Development Plan highlights the critical capabilities that are needed to transform South Africa's economy and society to eliminate income poverty and reduce inequality by 2030. The Constitution (section 152) requires local government to contribute to these objectives by providing democratic and accountable governance for local communities; ensuring the provision of services in a sustainable manner; promoting social and economic development as well as a safe and healthy environment; and encouraging the involvement of communities in the matters of local government.[5] It further mandates a municipality to "(a) Structure and manage its administration and budgeting and planning processes to give priority to the basic needs of the community, and to promote the social and economic development of the community; and (b) Participate in national and provincial development programmes." When municipalities focus on these activities, they help to achieve the objectives of the NDP, as well as the Economic Reconstruction and Recovery Plan (ERRP) launched in October 2020 to combat the social and economic impacts of the COVID-19 pandemic.

In promoting social and economic development through LED, municipalities play an important role in South Africa's national economic performance and trajectory. The spatial differences and imbalances that are brought on by increased global competition, population mobility and technological advances make LED even more critical.[6] An effective approach to LED can address income disparities between areas, grow the number of locally generated jobs and firms, increase private sector investment, boost information flows between investors and developers, and improve the coherence and confidence with which a local economic strategy is pursued.[7]

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[5] Constitution of the Republic of South Africa, 1996 - Chapter 7: Local Government

[6] OECD, Smarter Local Economic Development. Available online: **https://www.oecd.org/cfe/leed/local-development.htm**

[7] OECD, Smarter Local Economic Development. Available online: **https://www.oecd.org/cfe/leed/local-development.htm**

How should municipalities contribute to LED?

The Draft National Framework for Local Economic Development highlights six core pillars that municipalities should focus on in pursuing economic development:



It is worth highlighting two important themes that run through these six pillars: (1) involvement of the local community, and (2) the responsibility of a municipality to create an enabling environment.

The local community should be involved

COGTA summarises LED as "an approach towards economic development which allows and encourages local people to work together to achieve sustainable economic growth and development thereby bringing economic benefits and improved quality of life for all residents in a local municipal area" (own emphasis). In this context, a municipality is responsible to create an environment that enables local people to work together. LED therefore speaks to how local government and the community manage their resources, sometimes through forming partnerships with the private sector and with each other, to create jobs and stimulate economic activity.

The involvement of local stakeholders in the developmental process, through e.g., participatory decision-making, is an important component of sustainable growth. It builds trust and creates social networks – all of which encourages innovation and decreases the potential for conflict. When communities understand and are involved in the LED process, they are in a better position to improve their quality of life, make use of new economic

opportunities, fight poverty, and adapt to changing market conditions[8] like those described in the previous section.

Successful LED also requires close involvement of the local business community. Municipalities should create an enabling regulatory and institutional environment for these activities. In many ways this lies at the core of LED. To achieve this aim, different departments of a municipality need to work together and not operate in silos.

The focus should be on creating an enabling environment

An effective LED Strategy creates an environment that is conducive to entrepreneurship and makes it as easy as possible for businesses to be established. This is especially important for micro, small and medium enterprises that operate at a local level. To that end, processes that are managed by the municipality need to be efficient, fast, and free from unnecessary 'red tape'.

Municipalities also have a vital role to play in the provision of infrastructure for basic services like sewerage, water and sanitation, refuse removal and electricity. These services are at the core of creating an enabling environment for economic development. Economic development can be severely curtailed without the basic services and infrastructure that a municipality should provide. As the examples in the Box show, municipal failure not only affects large businesses; it also impacts on households, small, medium and micro-enterprises (SMME), and other investors in local economies.

Box: Two examples of how municipal failure can have a direct impact on LED[9]

The first example is Clover, who in June 2021 announced that it would close its cheese processing facility in Lichtenburg in the North West province and move this to an existing plant outside of Durban.[10] It attributed the decision to ongoing problems with service delivery by the Ditsobotla Local Municipality – specifically water and electricity outages as well as

[8] The World Bank (2006). **Local Economic Development: A Primer Developing and Implementing Local Economic Strategies and Action Plans.**

[9] BER Research Note 2021, Number 6. *SA's municipal challenges and their impact on local economic development.*

[10] **https://theconversation.com/small-towns-are-collapsing-across-south-africa-how-its-starting-to-affect-farming-162697?utm_medium=Social&utm_source=Facebook#Echobox=1632471973**

the poor quality of roads. The move is estimated to lead to 330 job losses within the Lichtenburg economy.[11]

Another example is Astral foods – one of South Africa's largest poultry producers – who own a processing plant in Standerton in the Lekwa municipality. In 2018, Astral took legal action against the municipality due to severe supply disruptions caused by disintegrating infrastructure. Load-shedding and water shortages reportedly cost the company around R62 million in its latest financial year. Following a court order, the municipality had to submit a long-term plan about how they were going to repair and improve the infrastructure. This did not lead to improved outcomes. A new court order was issued in 2021, requiring national government and Treasury to intervene and prepare a financial recovery plan for the municipality.[12]

Is service delivery keeping up with population growth?

Population and household growth

The population of the Western Cape is growing at a higher rate than in the rest of South Africa (see figure below). Over the 2016 to 2020 period, there were a total of 292,521 net-migrations to the Western Cape. This might increase further as remote work becomes even more common[13]. Already, there is anecdotal evidence that more people are trading the busy city hubs of Gauteng for the airy Western Cape. Net migration has implications for the economic landscape of the Western Cape and its towns, placing additional pressure not only on physical infrastructure but also on the composition of the jobs market. The MERO identifies that one of the salient risks to economic development over the next few years will be an uptick in service delivery demands due to net in-migration to the province.

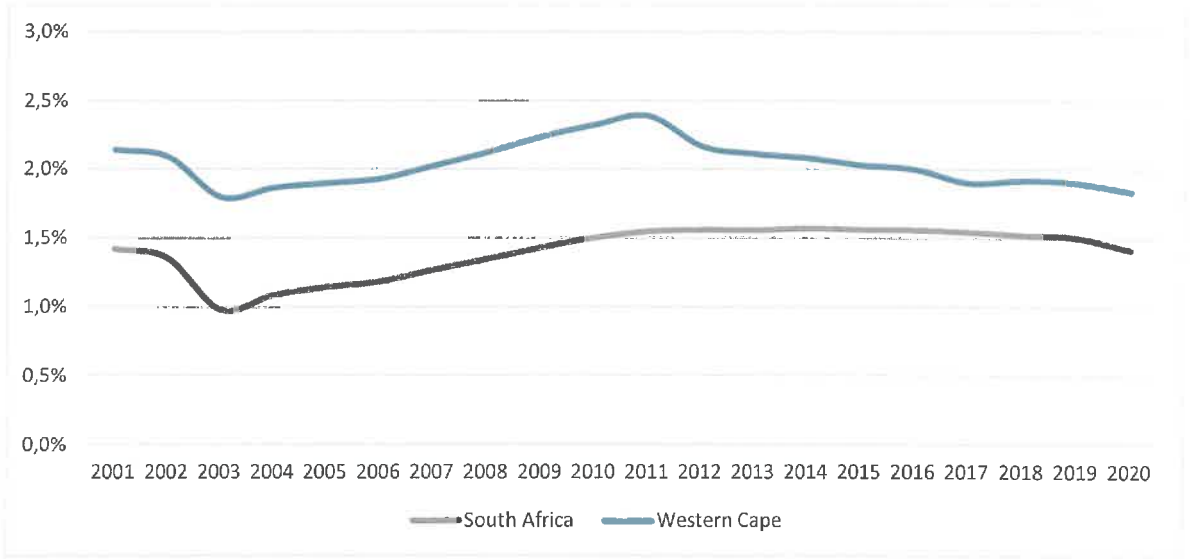
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[11] **https://www.news24.com/fin24/companies/clover-closes-sas-biggest-cheese-factory-due-to-municipal-woes-in-the-north-west-20210608**

[12] **https://www.businesslive.co.za/bd/companies/industrials/2021-04-13-astral-foods-wins-court-order-over-lack-of-service-delivery/**

[13] What's next for remote work: An analysis of 2,000 tasks, 800 jobs, and nine countries, 2020, Link: **https://www.mckinsey.com/featured-insights/future-of-work/whats-next-for-remote-work-an-analysis-of-2000-tasks-800-jobs-and-nine-countries**

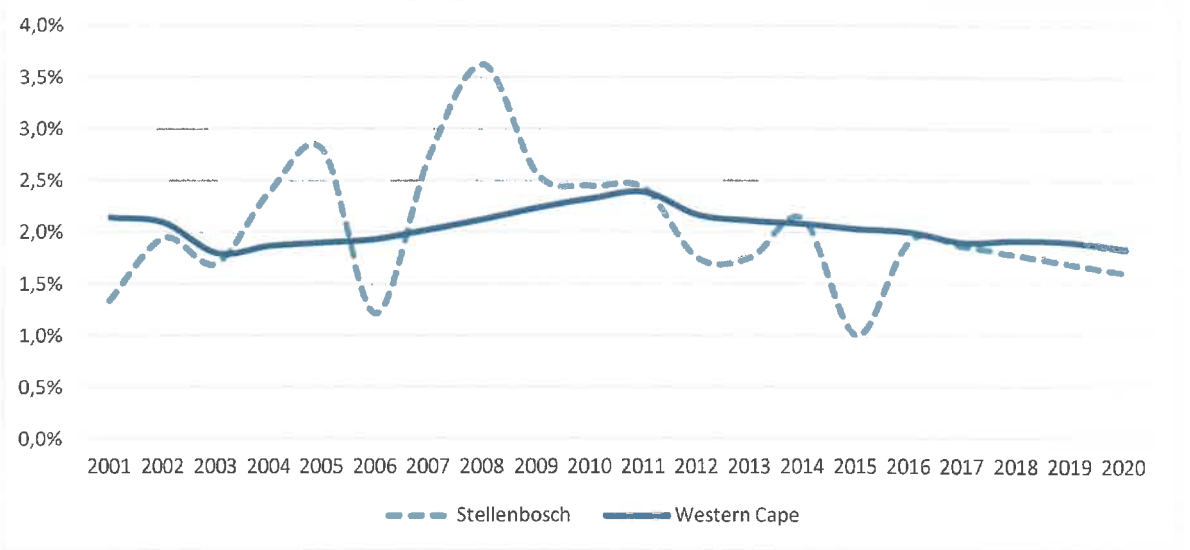
Figure 1: Annual population growth in the Western Cape compared to SA



Source: Quantec

Population growth in Stellenbosch exceeded the national average for most of the past two decades, but has slowed in recent years. Stellenbosch's population has, on average, been growing at a slower rate than the rest of the Western Cape since 2011 (Figure 2).[14]

Figure 2: Annual population growth in Stellenbosch Municipality

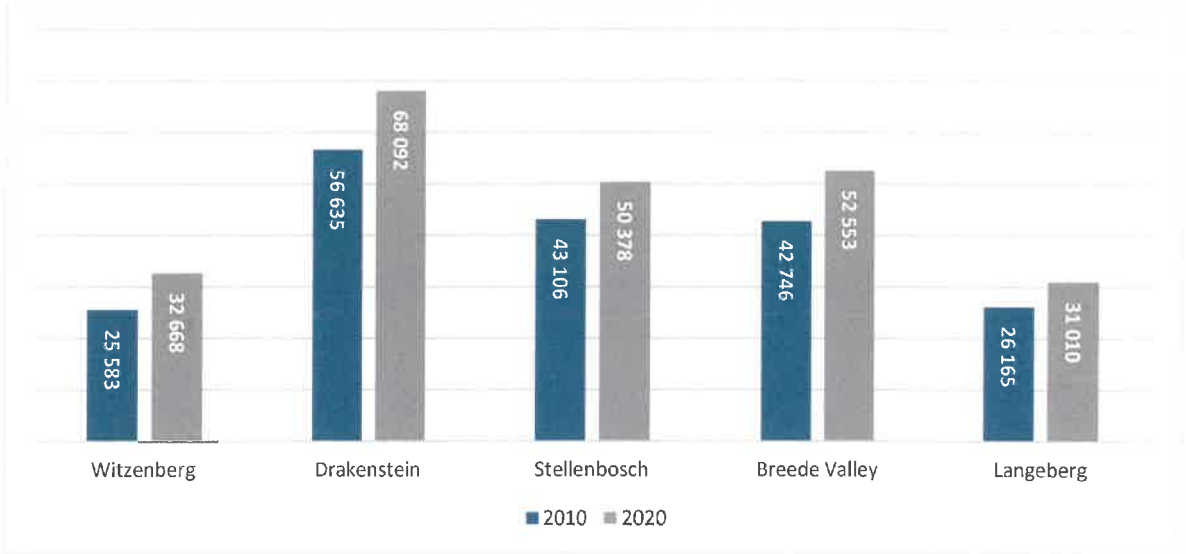


Source: Quantec

[14] Over the past five years, the municipalities of Witzenberg (2.3%) and Drakenstein (2.0%) have, on average, experienced faster annual population growth than Stellenbosch (1.8%).

In line with comparatively slower population growth, the growth in the number of households living in Stellenbosch has also tapered over the past decade. A greater number of households were added to Stellenbosch Municipality between 2000 and 2010 than over the past decade. Breede Valley, Drakenstein and Witzenberg municipalities saw a opposite trend, with the number of households increasing faster since 2010. A factor that might have influenced this trend is the relatively higher cost of owning or renting property in Stellenbosch, compared to other regions in the Cape Winelands Municipality.

Figure 3: Number of households at the start of each decade per Cape Wineland Municipality



Source: Quantec

In 2020 (most recent data available), 183 773 people lived within the boundaries of Stellenbosch Municipality. Based on average population growth over the last decade, we estimate that the population reached 185 698 in 2021.[15] Despite Stellenbosch's slower rate of population and household growth, it remains the most densely populated Local Municipality in the Cape Winelands. It has an estimated 232 people per square kilometre (compared to Drakenstein municipality with 189 people per square kilometre).[16]

Population density has implications for per capita spending on infrastructure and services. Holcombe and Williams (2008) find that for cities smaller than 500 000 (like Stellenbosch),

[15] Estimated by applying the previous year's annual population growth rate. This estimate does not account for the effect of the COVID-19 pandemic.

[16] Stellenbosch Socio-Economic Profile 2020.

infrastructure expenditure *per capita* declines as population density increases, whereas per capita expenditure on services increase.[17] Mattson (2021) similalry finds that *per capita* expenditure on the operational and construction costs associated with streets and highways, parks and recreation, sewerage and water declines with higher population density.[18] These studies suggest that, given the current size of the municipality, Stellenbosch can achieve greater economies of scale than less densely populated municipalities by investing in important components of economic infrastructure.

Service delivery performance

The majority of households in Stellenbosch (73%; 36.6 thousand) live in formal dwellings (2020) and one of the municipality's main functions is providing basic services[19] to these homes. Over the 2010-2020 period there has been a steady increase in the proportion of households with access to basic service delivery in Stellenbosch, consistent with the trends in the Cape Winelands region and the rest of the Western Cape (see Table 1).

Overall, the proportion of households with access to the four key categories of basic services are on par, if not better, than the Cape Winelands' and Western Cape averages. Table 1 shows service delivery across the municipalities in the Cape Winelands. Stellenbosch and Drakenstein Municipalities outperform the other three municipalities in terms of electricity provision, refuse removal, and sanitation. Stellenbosch Municipality however underperforms in the provision of water to households at least 200m from a dwelling.

[17] Holcombe RG, Williams DW. The Impact of Population Density on Municipal Government Expenditures. Public Finance Review. 2008;36(3):359-373. doi:10.1177/1091142107308302

[18] Mattson, J. Relationships between density and per capita municipal spending in the United States. Urban Science. 2021, 5, 69. https://doi.org/10.3390/urbansci5030069

[19] These include electricity (as the main source for lights), refuse removal (at least once a weak), the provision of a flush or chemical toilet and access to water at least 200m from the house.

Table 1 Basic Service Delivery across Cape Wineland Municipalities (% of households)

		Breede Valley	Drakenstein	Langeberg	Stellenbosch	Witzenberg
Electricity as Main Light Source	2010	88.0	90.5	91.1	91.5	88.3
	2015	87.9	93.9	93.5	92.3	92.2
	2020	87.5	94.7	94.1	92.2	93.2
Refuse removal at Least Once a Week	2010	70.8	82.1	67.9	83.8	62.6
	2015	73.9	85.2	70.7	86.1	68.2
	2020	74.5	85.9	71.6	86.7	69.8
Access to Flush or Chemical Toilet	2010	87.1	91.1	86.2	89.5	87.1
	2015	88.3	93.0	88.6	90.9	90.8
	2020	88.4	93.5	89.0	91.1	91.7
Piped Water at Least 200m From Dwelling	2010	94.4	94.8	95.2	91.1	96.5
	2015	95.9	97.7	97.2	93.8	98.0
	2020	96.2	98.5	97.8	94.4	98.4

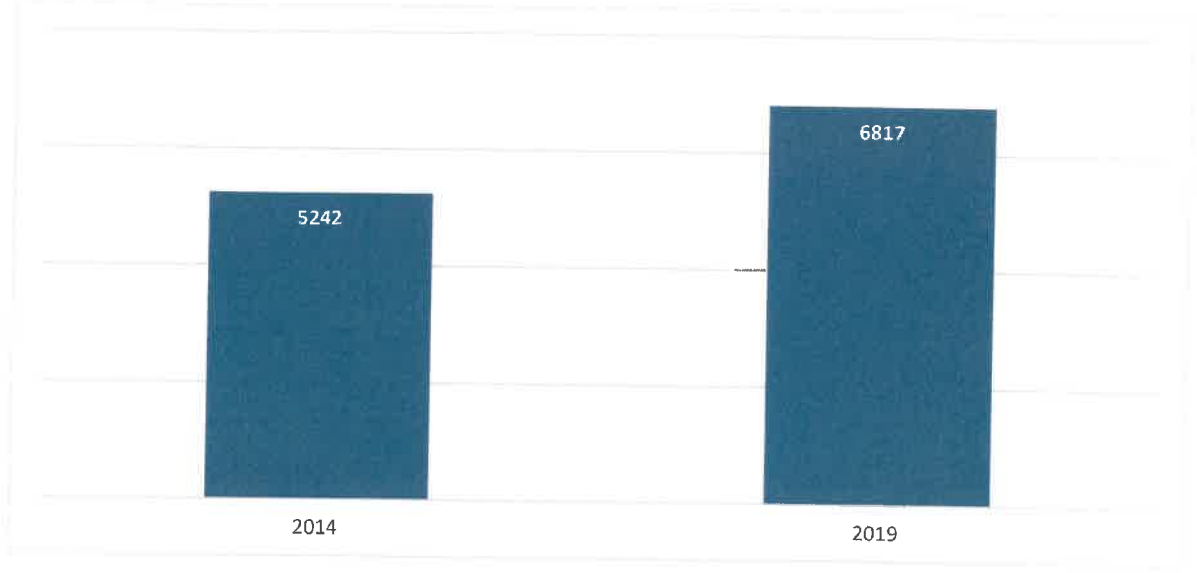
Source: General Household Survey

The data show that the proportion of households with access to electricity as its main source of lightning is 92.2% in 2020, the proportion of households with access to refuse removal at least once a week is 86.7%, the proportion of households with access to a flush or chemical toilet is 91.1% (and finally, the proportion of households with running water at least 200m from their dwelling is 94.4%.

Another important indicator of the extent of service delivery of the municipality is the provision of free basic services to indigent households. For the 2022/23 municipal financial year, the criteria for a household to qualify as 'indigent' is for the main breadwinner(s) to earn less than R6 500 per month.[20] A total of 6 817 households within the municipal boundaries benefited from free electricity, free water, free sanitation and free refuse removal services in 2019 (latest available), compared to 5 242 in 2014. Although the data is not yet available, employment losses caused by the COVID-19 pandemic likely increased the demand for free basic services since March 2020.

[20] **https://stellenbosch.gov.za/2022/05/25/creating-sustainable-infrastructure-to-enable-economic-growth-and-job-opportunities-post-covid-19-pandemic/**

Figure 4: Number of households in Stellenbosch benefiting from free basic services for water, electricity, sewerage and sanitation, and solid waste management.



Source: Statistics South Africa - P9115

Based on its Top Layer Service Delivery Budget and Implementation Plan 2022/23, Stellenbosch Municipality is achieving and, in many cases, exceeding its service delivery targets (Table 2). This is a vital component of creating an enabling environment for citizens and businesses alike.

Table 2: Summary of Stellenbosch Municipality service delivery targets

	Baseline	5-year target
Limit unaccounted electricity to less than 9% annually	8.86%	<9%
Limit unaccounted water to less than 25%	14.9%	<25%
Registered indigent formal households with access to free basic water	100%	100%
Registered indigent formal households with access to free basic electricity provided by the municipality	71%	65%
Registered indigent formal households with access to free basic refuse removal	100%	100%
Registered indigent formal households with access to free basic sanitation	100%	100%
Formal households with access to water, electricity, refuse removal, and sanitation	26 588	26 000

Source: Top Layer Service Delivery Budget and Implementation Plan 2022/23

Which sectors are the main contributors to economic output and employment?

Aside from creating an enabling environment through infrastructure and service delivery, other important components of LED are enterprise development and support, strengthening local innovation systems, developing learning and skilful economies, building diverse and innovation-driven local economies and developing inclusive economies. To this end, it is necessary to understand the key drivers of economic output within the municipality and how these are affected by global and national dynamics.

The global economic outlook has come under severe pressure in the last four months. Most recently, in the IMF's April forecast the global economic outlook was lowered by 0.8pp to 3.6% in 2022, and with no reacceleration expected for 2023. The slightly more depressed growth rate comes on the back of Russia's invasion of Ukraine, the expectation of slower Chinese growth due to its zero-Covid policy stance, and further policy rate hikes in the Eurozone and the USA. Slower growth abroad may lower demand for South African exports (including tourism).

Domestically, economic growth prospects are also muted, with the BER expecting national GDP growth around 2.4% this year[21] (of which much of the gain was already realised in quarter 1) and slightly lower growth of 2.0% over the medium-term. In the Municipal Economic Review and Outlook (MERO) Stellenbosch Municipality is forecast to reach 2.5% economic growth in 2022, with the finance and trade sectors as predominant drivers.

The impact of the university on economic development in Stellenbosch should also not be underestimated. The presence of a university or higher education institution can be a catalyst for economic growth in a region (PriceWaterhouseCoopers, 2009). The role as a growth catalyst is not limited to the direct expenditure-based benefits, but also impacts the economy through human capital development. For example, one study[22] found that in the

[21] BER April 2022 forecast

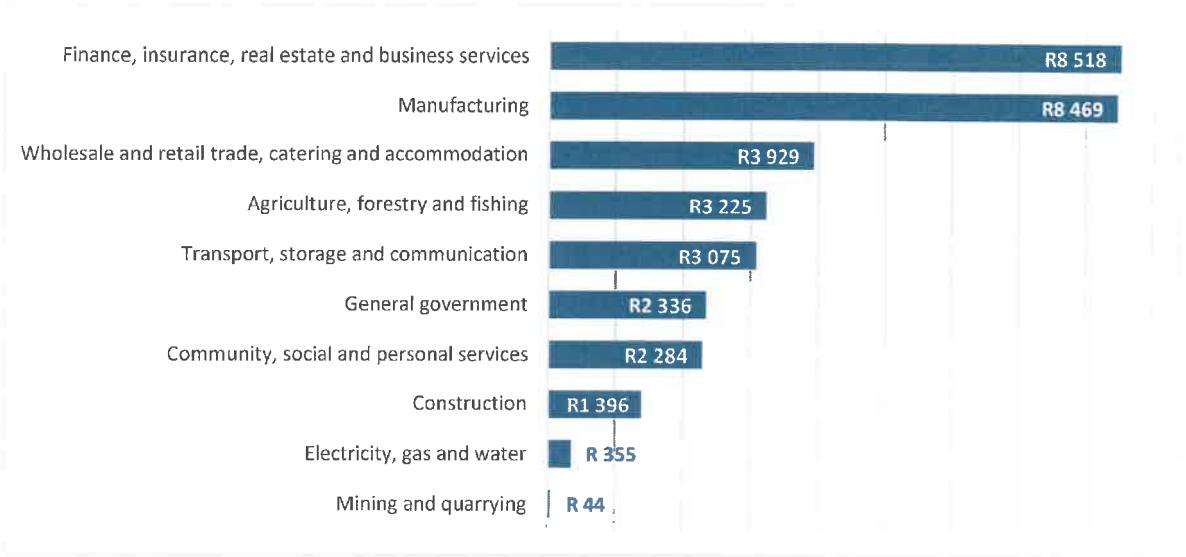
[22] Abel & Gabe, Cited in Appleseed (2012). Building Rhode Island's Knowledge Economy. The Economic Impact of Brown University. Available online: **https://www.brown.edu/web/documents/brown-economic-impact-2012.pdf**

USA, a one percentage point increase in the proportion of residents with college degrees can be associated with a 2.3% increase in metropolitan GDP per capita. Similarly, another study[23] was able to show that a 1% increase in the percentage of workers who have degrees can be associated with a 1.6% increase in the earnings of workers that only have high school diplomas.

Contribution of different sectors to GDPR

Stellenbosch Municipality has the highest Regional Gross Domestic Product (GDPR) per capita within the Cape Winelands district. This indicates that the area generates a lot of value-adding economic activity per person, mostly driven by finance, insurance, real estate and business activity, followed by manufacturing (Figure 5). Together, these two sectors account for half of economic output generated within Stellenbosch Municipality.

Figure 5: Output by sector in 2020 (Rand million, 2015-constant prices)

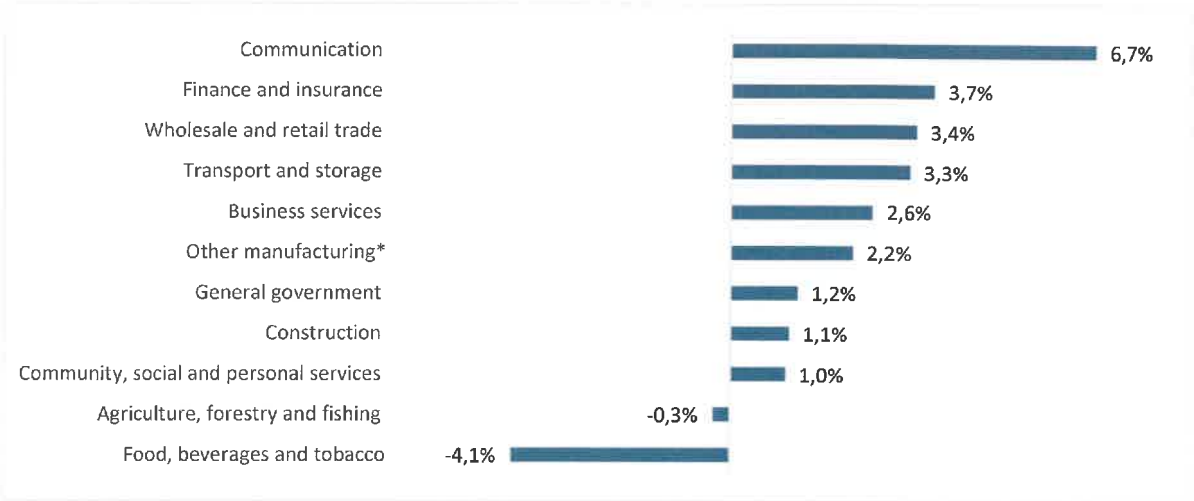


Source: Quantec

Besides the size of different sectors, it is necessary to know which sectors are growing and which are in decline. For example, while manufacturing accounts for a large share of output, it has not been growing as rapidly as e.g. communication, or finance and insurance. In fact, food, beverages and tobacco (which accounts for a large share of manufacturing) has

[23] Moretti, Cited in Appleseed (2012). Building Rhode Island's Knowledge Economy. The Economic Impact of Brown University. Available online: **https://www.brown.edu/web/documents/brown-economic-impact-2012.pdf**

been in decline. Between 2010 and 2019[24], *communication* experienced the most rapid



average annual growth among the different subsectors of the economy. This was followed by *finance and insurance*, and then *wholesale and retail trade*. Economic activity in the municipality seems to be pivoting from a manufacturing economy to one which is becoming more service oriented.

Figure 6: Annual growth rate between 2010 and 2019 of the largest subsectors in Stellenbosch (2015-constant prices)

*Source: Quantec (*Total manufacturing excluding Food, beverages and tobacco)*

The MERO identifies the business services subsector, as well as finance and insurance as strengths of Stellenbosch Municipality. This is partly because Stellenbosch is already home to the headquarters of large firms like Capitec, Mediclinic International, CompuScan and Reutech Radar Systems.[25] The associated commercial activity also has a positive impact on other subsectors, like communication and even construction (see Figure 6).

The *business services* sector may benefit further from the trend towards more business process outsourcing (BPO). In 2021, South Africa was voted "most favoured offshore Business Process Outsourcing destination" [26] with Cape Town currently at the forefront with regards to

[24] We end the analysis in 2019 to observe the longer-term trends that prevailed prior to the COVID-19 pandemic, and which we expect to continue going forward.

[25] MERO p. 366

[26] PERO p. 73

employment creation in this sector. Technopark in Stellenbosch is an already-existing hub that could be used for BPO services.

A slightly different tendency of consequence to national and local economic development is the number of individuals working-from-home, a trend that escalated since the onset of the Covid-19 pandemic and is likely to stay, at least in part. Globally, 1 in 4 people are working from home, up from 1 in 12 before 2020.[27] Work-from-home jobs tend to be concentrated in the *finance, insurance, real estate & business services sector*, which may be of importance to Stellenbosch given the size of the sector in the region.

Food, beverages and tobacco accounts for the largest share (31%) of manufacturing in Stellenbosch Municipality, but as mentioned earlier has also been responsible for most of the decline in the sector. The decline can likely be attributed to drought conditions which negatively impacted agricultural output and hence agro-processing input, as well as the already battling wine industry.[28] The agricultural sector weighs strongly on the *manufacturing* sector since a large share of activity in this sector derives from agro-processing.[29] The alcohol bans on sales and international trade during the hardest lockdown of the Covid-19 pandemic gave another blow to development in manufacturing, and especially the wine industry of Stellenbosch. There is now a trend towards consolidation of wine makers and wine grape producers in the region, since it has become far less feasible to operate on small scale in the industry.[30] Nevertheless, since 2014, agro-processing has been a priority sector in the Western Cape. Stellenbosch is well positioned to develop this subsector given its proximity to agricultural land and ports.

The *agricultural sector* within the boundaries of Stellenbosch Municipality performed well in 2020 (Figure 5) on the back of good weather conditions and favourable commodity prices. And although this is a relatively small sector, the good performance in 2020 boosted fixed investment in the sector in 2021. This puts the sector in a relatively good position going forward, especially as the decline in the global demand for South African exports may have negative implications for the agricultural sector in the country.

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[27] PERO p. 12

[28] MERO p. 287

[29] MERO p. 317

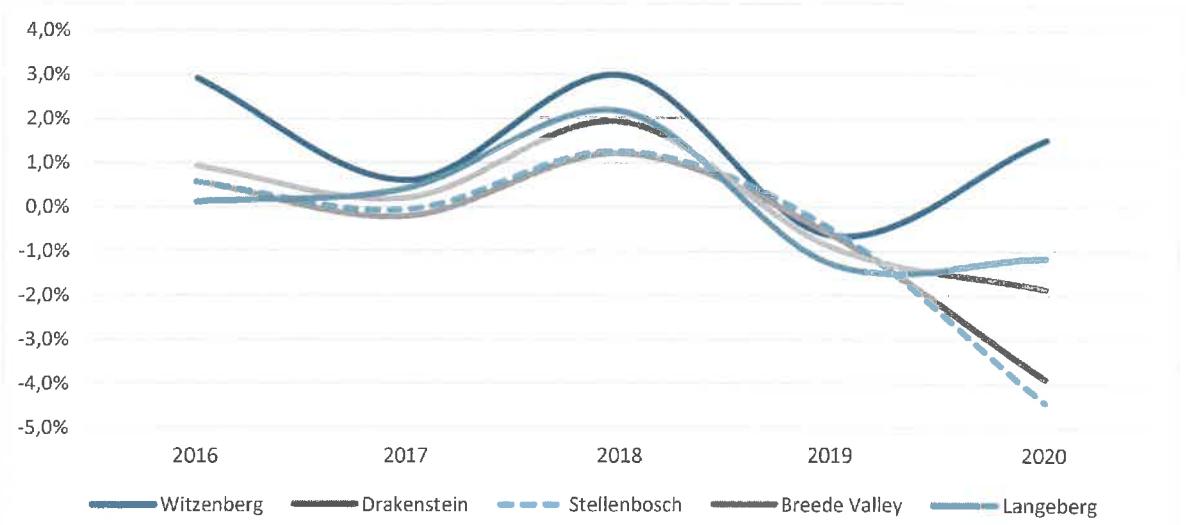
[30] MERO p. 319

The provision of housing is a top priority for the municipality. The construction of new housing has the added benefit of boosting the construction sector. Initiatives like the envisioned Adam Tas Corridor and other housing projects in the municipality's housing pipeline will provide a necessary boost to the sector.

Box: What was the impact of the COVID-19 pandemic on economic output?

Of the five local municipalities in the Cape Winelands District Municipality, Stellenbosch Municipality experienced the most severe dip in output in 2020. This can likely be attributed to the area's reliance on tourism and the decline in visitors during the COVID-19 pandemic.

Figure 7: Annual GDPR growth rate within the Cape Winelands District Municipality (2015-constant prices)



Source: Quantec (own calculations)

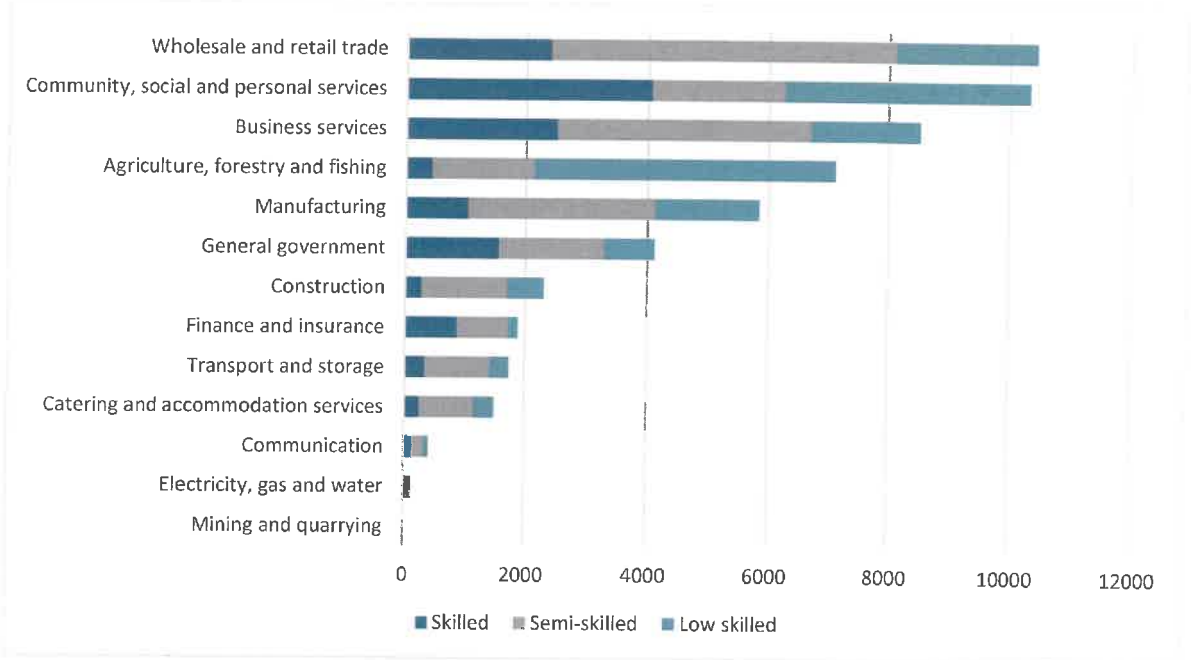
When comparing 2020 output to 2019 to illustrate the impact of the pandemic on different sectors, we find that the finance, insurance, real estate and business services sector proved relatively resilient. Agriculture also had a good year, despite the pandemic. For this reason the Witzenberg Municipality, predominantly driven by its agricultural sector, had a positive growth rate in 2020 compared to negative growth rates in all the other Cape Winelands municipalities (shown in Figure 7).

Employment trends and inequality

Not all sectors contribute equally to employment. As shown below, most low-skilled employment in Stellenbosch is generated by agriculture, forestry and fishing, followed by community, social and personal services, and wholesale and retail trade. The growth or contraction of these sectors could therefore have a substantial impact unemployment within the region as it may be more difficult for low-skilled individuals to find alternative jobs. Another

trend is an increase in mechanisation, which can reduce the rate at which jobs are created/replaced in the manufacturing sector[31] as well as in agriculture.

Figure 8: Number of people in formal employment by skills level (2020)

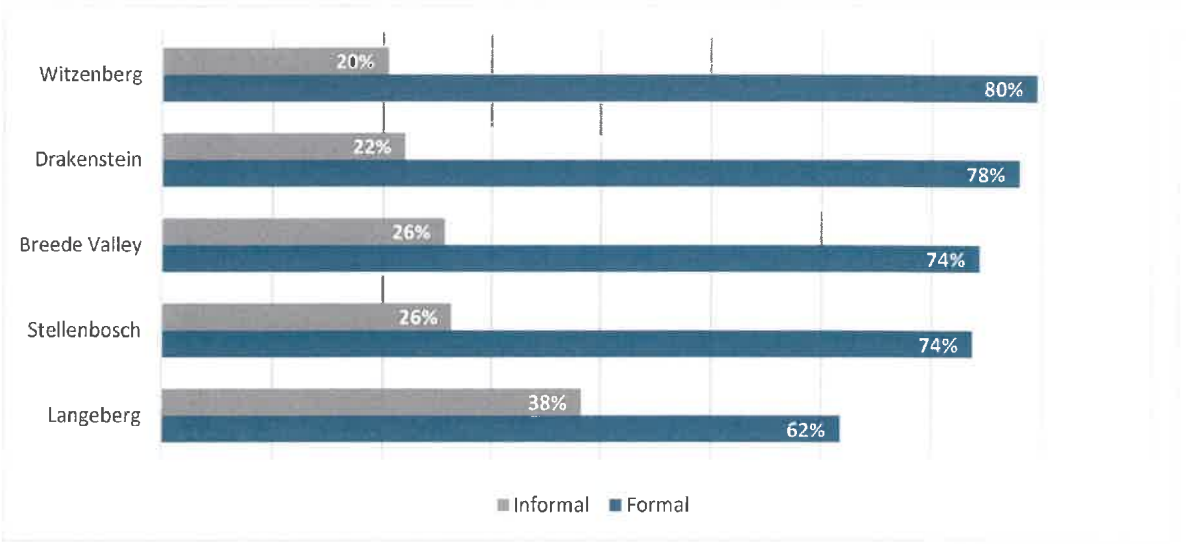


Source: Quantec

Close to three quarters of those employed in Stellenbosch (of ±74 000) work in the formal sector. Stellenbosch however has a smaller workforce and a smaller share of people working in the formal economy compared to the Drakenstein Municipality, for example. This is likely to place additional strain on the municipality's budget through less taxable income. One factor that the municipality might consider as part of its LED strategy is how a greater share of the informal workforce might be incorporated into formal employment.

[31] MERO p. 293

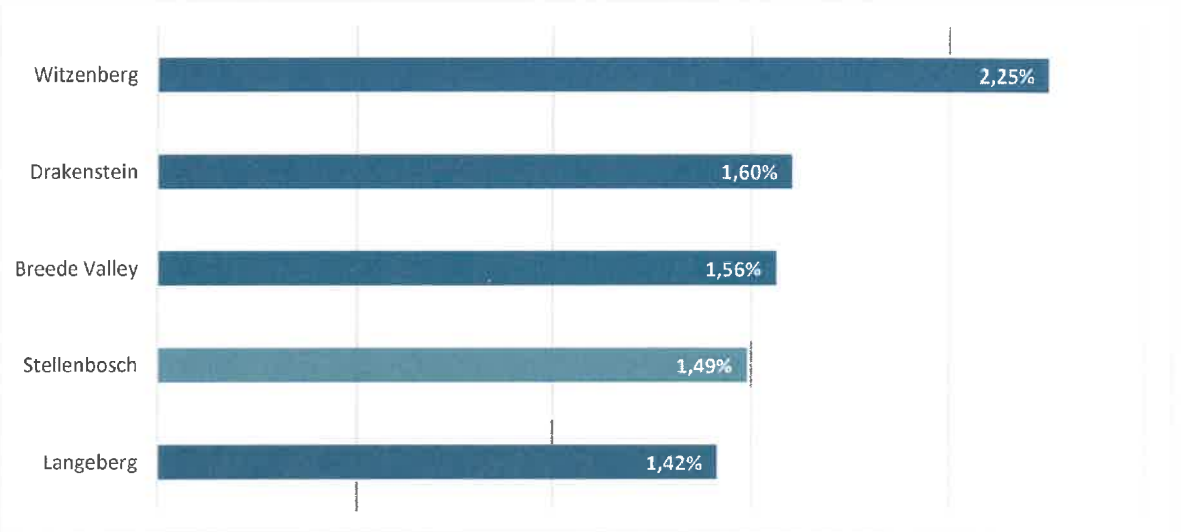
Figure 9: Share of formal and informal employment, 2020



Source: Quantec

The average annual growth rate in the number of formal jobs between 2015 and 2019 in Stellenbosch was 1.5%. While this is above the rate of job creation in South Africa, it is slightly below the Western Cape's average, and also lower than the Cape Winelands' average. While it is not the role of the municipality to create jobs, it does have a responsibility to create an environment that is conducive to entrepreneurship and doing business, and in doing so is an important enabler of job creation.

Figure 10: Average annual rate of job creation in the formal sector (2015-2019)

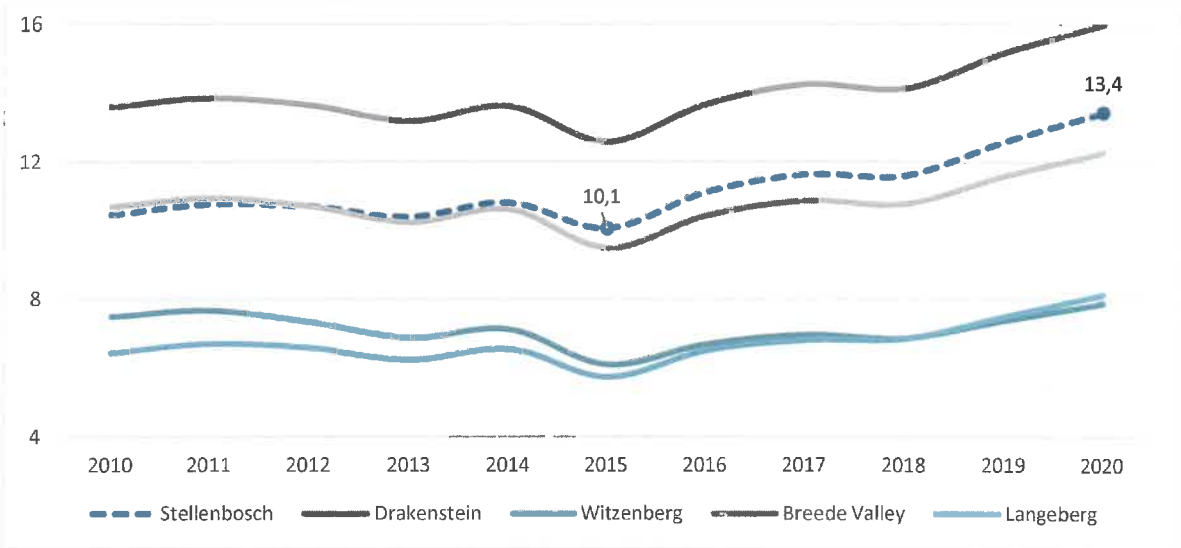


Source: Quantec

The unemployment rate in Stellenbosch remains far below the national average (29.2% in 2020; 34.5% in 2022) as well as that of the Western Cape (20.8% in 2020). One of the reasons why Stellenbosch has a lower unemployment rate may be due to higher levels of educational attainment. Stellenbosch residents have, on average, a higher level of educational attainment compared to the provincial and national level. This is particularly true for tertiary education. According to the 2011 Census data from Stats SA, 3.9% of Stellenbosch residents have a degree, compared to 2% at a national level. Furthermore, 1.2% of residents has a post-graduate degree, compared to a national average of 0.4%.[32]

Despite these dynamics, unemployment in Stellenbosch it has been trending upwards with the rest of South Africa since 2015. Stellenbosch has the second highest unemployment rate within the Cape Winelands District Municipality (Figure 11). Witzenberg in the only municipality within the District where the unemployment rate was not considerably higher in 2020 than it was in 2010. In Stellenbosch, unemployment was 13.4% 2020, compared to 10.1% six years prior. In 2020 there were ±11 500 unemployed people living in Stellenbosch, up from ±8 500 in 2015.

Figure 11: Unemployment rates in the Cape Winelands (%)



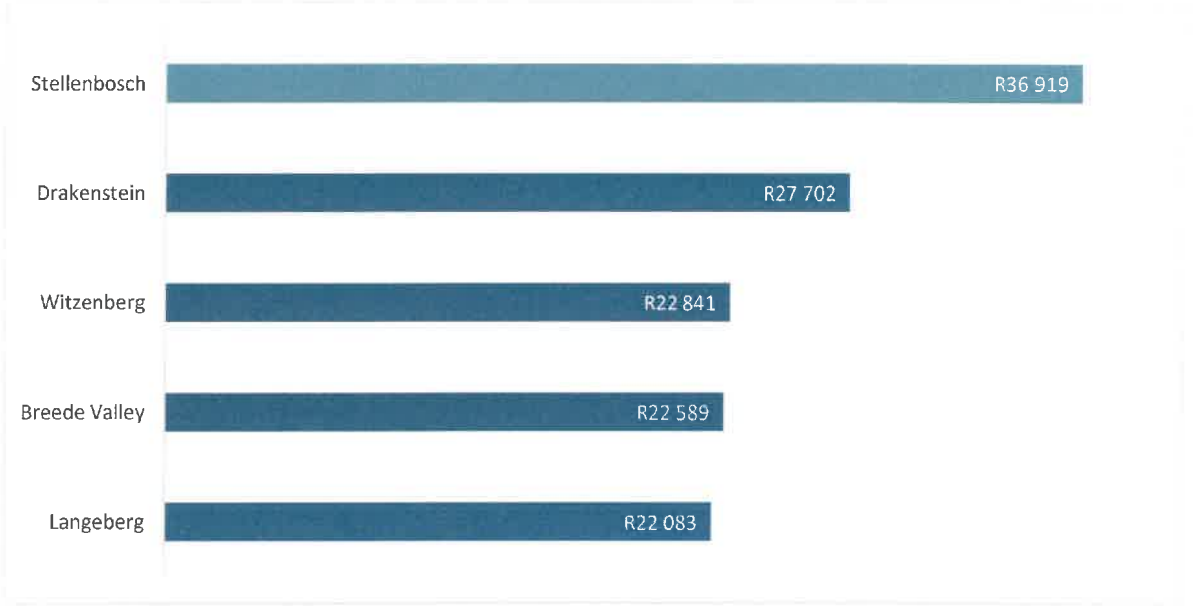
Source: Quantec

The higher level of educational attainment is also reflected in taxable income. Stellenbosch has comparatively high monthly taxable income compared to the other municipalities in the

[32] BER (2018). Stellenbosch University Economic Impact Assessment.

Cape Winelands. In addition, Stellenbosch experienced an average annual growth rate of 2.5% in taxpayers, compared to a rate of 1.1% in the Western Cape in general, suggesting that the region continues to attract high net-worth individuals.

Figure 12: Average monthly taxable income per taxpayer (2020, current prices)



Source: Quantec (own calculations)

The growth of the finance, insurance, real estate and business services sector likely contributes to this trend. By creating an enabling environment for this sector to flourish, the municipality can be expected to continue to attract comparatively high net worth individuals, which will further strengthen its financial position.

The comparatively high monthly taxable income in the Stellenbosch municipal area, combined with a relatively large share of people working in the informal economy and a comparatively high unemployment rate, results in high income inequality. This number became even larger between 2017 and 2020 (presumably aggravated by employment losses during the COVID-19 pandemic). As a result, Stellenbosch has the highest level of income inequality in the Cape Winelands region.

Figure 13: Income inequality as measured by the Gini-coefficient[33]



Source: IHS Markit, 2020 (MERO)

The rise in income inequality combined with the increase in the unemployment rate in Stellenbosch may put additional pressure on the municipality to provide support for local households. It also highlights the need for more job creation in the region.

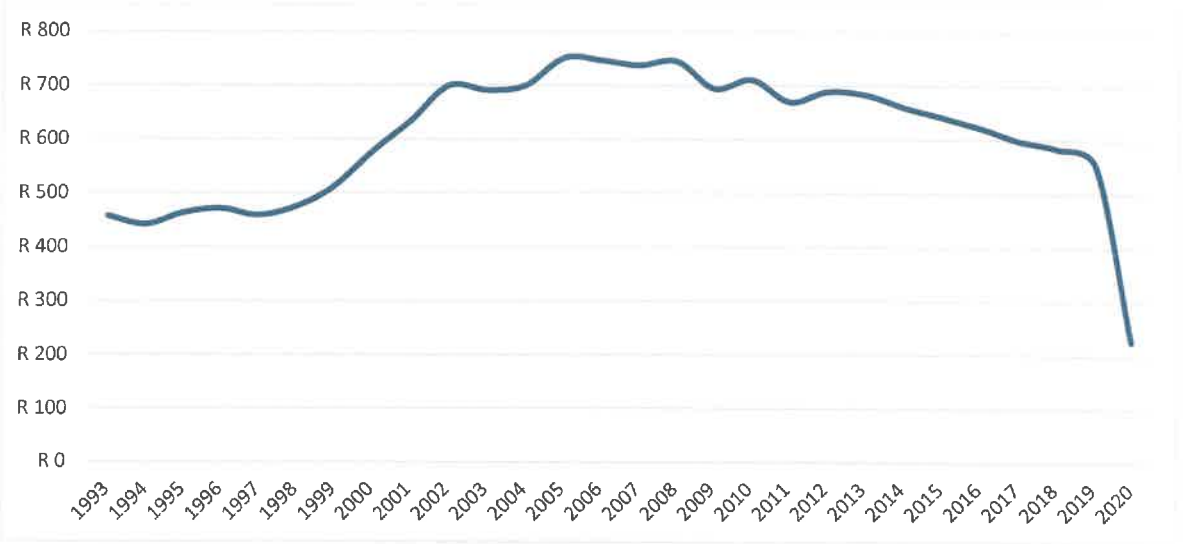
Prospects for the tourism sector

Historical perspective on Stellenbosch tourism

A downward trend in output generated by catering and accommodation services (which captures the tourism sector) within Stellenbosch Municipality seemed to emerge long before the pandemic. Between 1997 up until around 2005, Stellenbosch experienced a rapid increase in economic activity generated by catering and accommodation services (Figure 14). This plateaued until the Global Financial Crisis, after which the sector has been in decline. The COVID-19 pandemic caused economic activity in this subsector to contract by 59% in Stellenbosch.

[33] The Gini coefficient is an indicator of income inequality and ranges between 0 and 1, with 0 representing complete equality and 1 representing complete inequality.

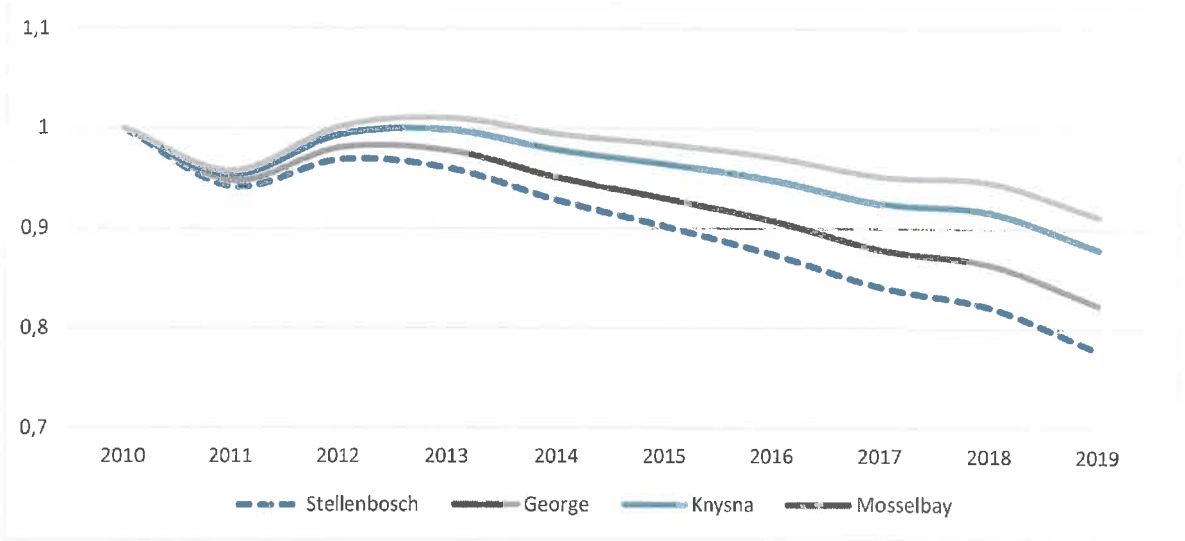
Figure 14: Output in catering and accommodation services (2015-constant prices, rand million)



Source: Quantec

The downward trend in output generated by catering and accommodation services is not unique to Stellenbosch: the figure below shows that Mosselbay, George and Knysna have also been experiencing a decline. Relative to the level at which it was in 2010, however, the drop in activity in Stellenbosch was more pronounced.

Figure 15: Output in catering and accommodation services, indexed to 2010 (2015-constant prices)

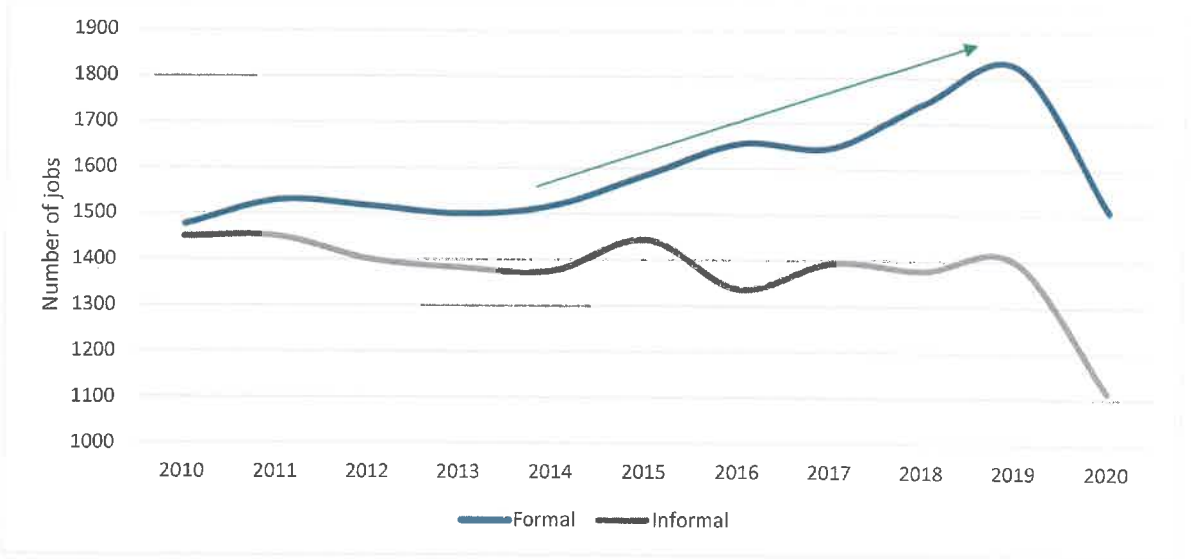


Source: Quantec (own calculations)

Despite the decline, the sector remains an important source of job creation within the municipal area – especially through providing formal employment opportunities. The COVID-

19 pandemic notwithstanding had a severe downward impact on employment in the sector, as can be seen in the figure below.

Figure 16: Employment in catering and accommodation services in Stellenbosch Municipality

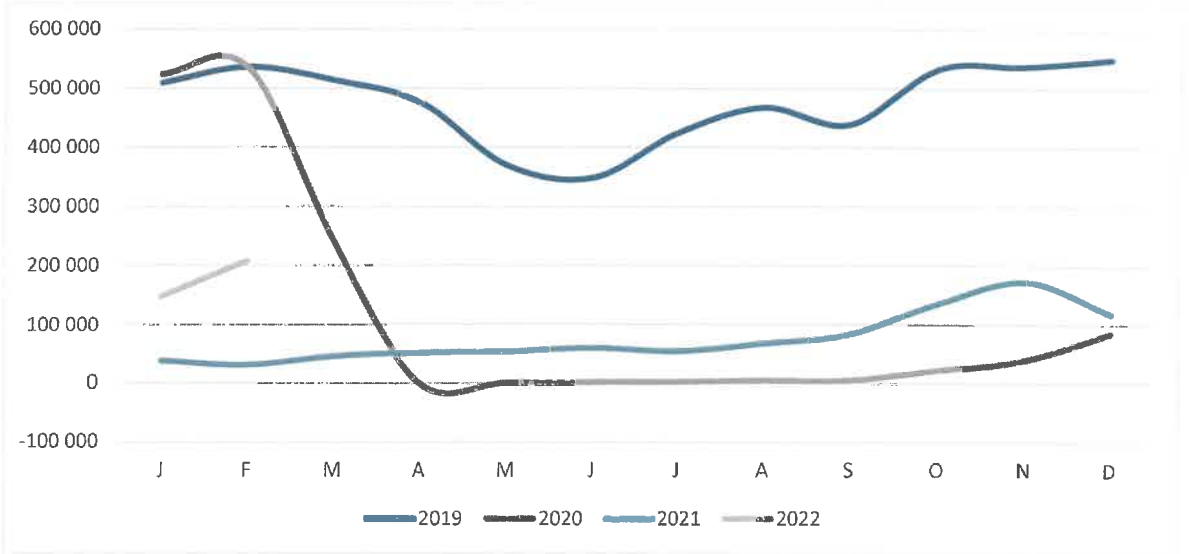


Source: Quantec

Impact of COVID-19 on tourism

While there is no doubt that the global economy is being hit by severe shocks, the impact could have been worse if not for the strong countervailing force of reopening in many countries as mobility restrictions were eased. The reopening of international travel has begun to bounce back in South Africa, albeit still far below pre-Covid levels. Overall, the total number of international arrivals over the January to February 2022 period (excl. SADC) were around 354 thousand persons, far below the 1.06 million that visited over the January to February (pre-pandemic) period in 2020.

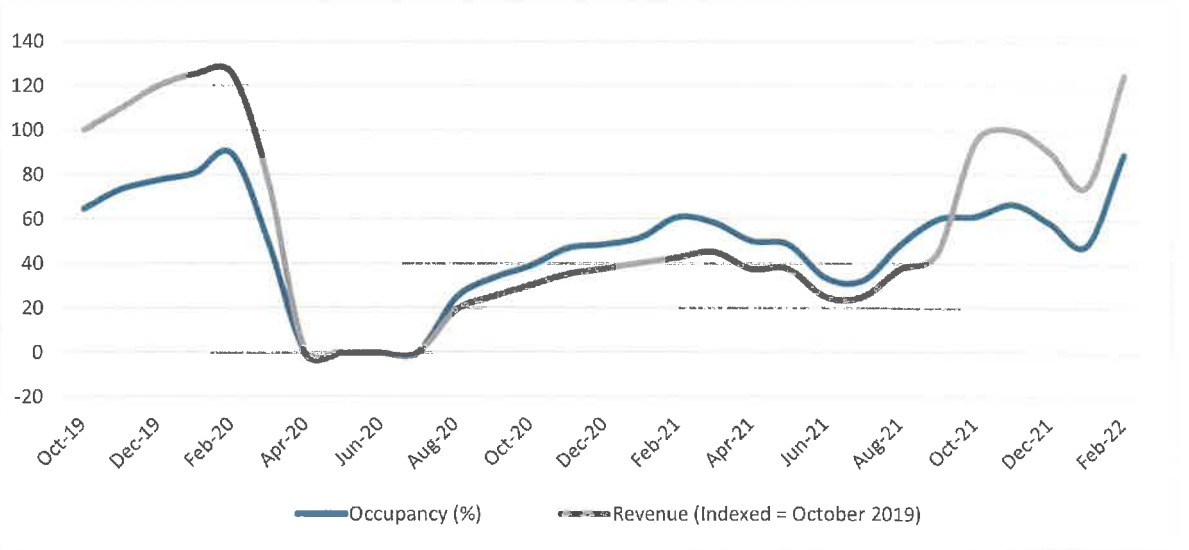
Figure 17: Inbound trips (number of foreign visitors (excl. SADC))



Source: Stats SA

Visit Stellenbosch started collecting information about tourist accommodation and restaurants in October 2019. Although the data in Figure 18 are self-reported by the members of *Visit Stellenbosch*, it still gives an idea of the business cycle of the sector over the past two-and-a-half years. The data shows an encouraging bounce-back in both revenue and occupancy during the most recent tourist season. Compared to the low number of *foreign* visitors that still prevailed at the start of 2022 (Figure 17), it suggests that the recovery in Stellenbosch's tourism sector – at this stage – seems to be driven by domestic tourists.

Figure 18: Stellenbosch Accommodation Data (self-reported)



Source: Visit Stellenbosch

Despite the positive momentum, the recovery in tourism is likely to be counterweighed by slower global growth, especially growth in European and North American countries. Together, these regions accounted for close to a fifth of international arrivals to South Africa in 2019.[34] Of consequence also is the global trend for shorter ("closer to home") trips. Several initiatives to create a better enabling environment for tourism, including medical tourism, sport tourism and eco-tourism are specified in the Stellenbosch Municipality's Draft Tourism Plan of 2020.

[34] Stats SA

Conclusion

Municipalities play an important role in South Africa's economic performance and development trajectory, and so also in Stellenbosch. The spatial differences and imbalances that are brought on by increased global competition, population mobility and technological advances make LED even more critical. The emphasis should be on creating an enabling environment within which businesses and citizens can flourish.

Infrastructure and delivery of basic services are among the most important components of creating an enabling environment. Basic service delivery in Stellenbosch is on par with the provincial standards and more than six thousand households benefit from free basic services. Other important factors such as road infrastructure also help the city appear appealing to entrepreneurs and investors. The town has, moreover, seen potential being realized in areas such as the finance and communication sectors. The agriculture and agro-processing sectors were under pressure during the late 2010s but has seen an uptick in activity in more recent years.

Weaknesses remain, and the COVID-19 pandemic has certainly exposed some thereof. The most pressing is a reliance on the tourism sector. Output from this sector has been in decline, which has placed strain on small businesses and especially the individuals who depend on the sector for employment. Given Stellenbosch's unique natural and cultural resources, is important that the municipality continues to create an enabling environment for this sector to thrive.

Finally, the growth of other tertiary sectors, like finance and insurance, has been substantial and creates positive multiplier effects for many of the other sectors, like communication, construction, and trade. At the simplest level, the key imperative of the municipality's LED strategy should be to create an enabling environment for these subsectors to continue to thrive. It can do this through providing the necessary physical infrastructure and basic services, and creating a favourable business environment through efficient municipal processes.

Implementation plan
Competitive Strategies

Strategy 1: Develop and Implement a consolidated Business Investment Desk

Strategy 2: Develop and Implement a Business Incentives Programme

Strategy 3: Prioritise and Implement an "Ease of Doing Business" Programme

Strategy 4: Institutionalise Economic Intelligence

Strategy 1: Develop and Implement a consolidated Business Investment Desk

- Develop and implement a consolidated Business Investment Desk.
- Economic development ministries and agencies are seeking to reduce the barriers faced by small business owners by reducing the procedures, time and costs associated with starting a business.
- One of the key strategies used is the establishment of Business Investment Desk, where entrepreneurs can receive business and financing advice, and receive regulatory compliance advice such as completing building, land use planning and permitting applications, and pay the necessary fees.
- Stellenbosch currently supports several small business and entrepreneurship programmes, notably entrepreneur training through Ranyaka and Stellenbosch Network.

- These will be consolidated into a standardised Business Investment Desk model – Monitored and evaluated according to strict performance targets and up-to-date business intelligence.

Strategy 2: Develop and Implement a Business Incentives Programme

Roll-out a business incentives programme. Incentives are special interventions designed to influence the location decisions of businesses. Standard incentives packages range from financial rewards (such as tax holidays) to non-financial inducements (such as regulatory exemptions or information provision).

In order to leverage the full range of incentive tools available to the Stellenbosch to attract investment, the administration will formulate comprehensive incentives programme incorporating:

- An appropriate approach to ad hoc financial incentives such as rates rebates and tariff discounts), incorporating a fair and transparent application and assessment system.
- Regulatory inducements (such as special zoning and fast-track processes)
- Information provision

Strategy 3: Prioritise and Implement an "Ease of Doing Business" Programme

- Prioritise Municipal competitiveness in 'Ease of Doing Business' initiatives.
- This will span the administration's governance and oversight programmes, reporting standards, financial planning, and human resources management programmes.

- Review, Revise and simplify Stellenbosch's regulatory regime.
- Accelerate decision-making processes for planning and building approvals, notably by moving more functions online and by improving capacity.
- Achieving better coordination between economic development, transport, and land-use priorities.
- Significant progress has been made toward making the organisation more responsive to citizens' needs, for example, through the Municipality's Let's Fix It notification system.
- The next step is to gear the Municipal business improvement initiatives towards recognising their consequences for the broader economy of Stellenbosch and amending them appropriately. This will be achieved via the following interventions: Implementing an online customer interface tool as part of the Municipality's recently launched planning portal.

Strategy 4: Institutionalise Economic Intelligence

- Economic intelligence is a tool used to gain knowledge, which can be used to influence the following:
  - our environment
  - optimize decision-making
  - improve the municipality's positioning strategies to ensure economic and tourism growth, prosperity and public safety and security.
- Hence, economic development, if informed and done effectively, should retain and grow jobs and investment within a community.

SUMMARY OF COMPETITIVENESS STRATEGIES

	STRATEGY	DETAILS	LEAD ACTORS
STRATEGY 1	**Attract investment into the broader Stellenbosch Economy**	**Develop and operationalise a Business Investment Desk** • Provide a business advisory service. • Provide a central location where applications can be accessed and submitted, and fees paid. • Provide financing information (DTI, Seda, IDC Support) • Training and development of SMME's. • Youth skills development programme / partnerships.	Planning and Economic Development Financial Management
STRATEGY 2	**Business Incentives Program**	Non–financial incentives programme, incorporating • Special zoning. • Targeted marketing. • Fast track approvals. • Urban upgrading / site preparation. • Release strategic land parcels.	Planning and Economic Development Infrastructure Department
STRATEGY 3	**Red Tape Reduction Program / Ease of doing business programme**	• Red tape reduction • Accelerate decision making processes • Ensure strategic alignment and prevent regulatory build – up. • Roll out electronic customer interface tool (Informal Trading) • Roll out development application (GIS / Planning)	Planning and Economic Development Corporate Services

STRATEGY 4	**Institutionalise Economic Intelligence**	• As the saying goes, 'you cannot manage what you don't measure'. Collecting and analysing economic and tourism data at the municipal level requires a collective effort among stakeholders. • Devise a half-yearly barometer of economic and tourism performance based on indicators like: - airport passenger arrivals - visitor figures at key attractions - hotel occupancy and revenue figures - conducting regular visitor profiling and satisfaction surveys - monitoring the spatial dispersion of visitors - conduct event impact studies, feasibility studies and other research studies to inform the development of various sectors.	Planning and Economic Development LTO's Wesgro DEDAT Cape Winelands District Municipality

Infrastructure Strategies

Strategy 1: Leverage underutilised Municipal assets to maximise economic benefits

Strategy 2: Maintain and upgrade basic service infrastructure

Strategy 1: Leverage underutilised Municipal assets to maximise economic benefits

- Leverage underutilised Municipal assets to maximise economic benefits. Investigating all the Municipality's existing and potential strategic assets and articulating how they may be leveraged to encourage economic activity and generate revenue, therefore presents a significant, and hitherto largely unrealised opportunity.
- In order to realise the economic potential of underutilised Municipal-owned assets, the administration will: -
- Accelerate the investigation of strategic assets as mandated by IDP objective

Strategy 2: Maintain and upgrade basic service infrastructure

- Maintain and upgrade basic service infrastructure to ensure sustainability.
- Basic service or 'bulk' infrastructure is fundamental to the Municipality's role as the primary provider of essential services such as electricity, water and waste removal. Without these, achieving other strategic goals, notably economic growth and job creation, would be impossible. 'Getting the basics right' is therefore central to the Municipality's strategy. However, there are numerous challenges when it comes to maintaining and upgrading basic infrastructure. Rapid urbanisation is putting pressure on the Municipality's existing stock, while at the same time financial, capacity and environmental considerations place limits its options going forward. In order to maximise the strategic benefits of basic infrastructure, the Municipality will:

- Develop a public infrastructure plan that will coordinate future infrastructure development with its broader long-term social and economic planning priorities to ensure fiscal sustainability while maximising positive economic impact.

SUMMARY OF INFRASTRUCTURE STRATEGIES

	STRATEGY	DETAILS	LEAD ACTORS
STRATEGY 1	**Leverage underutilised municipal assets**	• Investigate underutilised assets such as our informal trading hubs (Kayamandi Corridor, Idas Valley Informal Trading Hub and Cloetesville Informal Trading Hub)	Property Management Planning and Economic Development
STRATEGY 2	**Maintain and upgrade basic services infrastructure to ensure sustainability**	• Annual review of all infrastructure plans • Implement and annually review the Capital Investment Program to ensure investments are made in the needed infrastructure that enables growth.	Planning and Economic Development Corporate Services - Property Management Infrastructure Services

Inclusion Strategies

Strategy 1: Coordinate Local Development Programmes to Enhance the Informal Economy.

Strategy 2: Broaden Job Opportunities and Alleviate Poverty via the Expanded Public Works Programme.

Strategy 1: Coordinate Local Development Programmes to Enhance the Informal Economy.

- Entrepreneurial activity in the greater Stellenbosch area is not limited to the formal business activities of small and medium enterprises or new ventures undertaken by established firms. Increasingly, the informal sector is playing a crucial role as a generator of income and jobs - indicators suggest that the informal sector could make a more substantial contribution to employment in the future, particularly for low and semi-skilled people.
- However, past efforts to facilitate the development of informal enterprises were hampered by a lack of business intelligence and poor inter and intra - departmental coordination. In order to address this, the Municipality will:
- Integrate the functions of Economic Development and Tourism, Community and Protection Services and Infrastructure

Strategy 2: Broaden Job Opportunities and Alleviate Poverty via the Expanded Public Works Programme.

- The Stellenbosch economy displays trends that it will continue to shift toward higher - value skills in line with regional and national trends, the socioeconomic situation in Stellenbosch remains one in which a large proportion of the population has limited access, skills training and little or no formal work experience.
- This group risks further marginalisation unless initiatives are extended to help people access low - skill and semi-skilled employment. Through the Expanded Public Works Programme (EPWP), the Municipality creates short - term work opportunities for unemployed low - skill and semi - skilled people. This enhances to future employability of EPWP beneficiaries by helping people gain practical skills and wok experience.
- It also forms a critical part of the Municipality's broader poverty alleviation efforts by providing direct cash injections into poor households and communities.

- In order to further enhance the utility of the EPWP as a tool for facilitating inclusive economic growth, the Municipality will:

- Develop / review the policy that will further facilitate the inclusion of EPWP into the operations of the organisation's line directorates
- Align the EPWP programme with the Municipality's broader skills development and infrastructure development goals
- Meet the full-time equivalent targets set by the national Department of Public Works (DPW)

SUMMARY OF POVERTY ALLEVIATING STRATEGIES

	STRATEGY	DETAILS	LEAD ACTORS
STRATEGY 1	**Coordinate local development programmes to enhance the informal sector**	• Simplify the informal trading application process (online application)	Planning and Economic Development
STRATEGY 2	**Broaden Job Opportunities via the Expanded Public Works Programme**	• Review EPWP policy • Align EPWP with the Municipality's skills and infrastructure goals. • Open Jobseekers (EPWP) database to private sector to enhance beneficiary's future employability.	Planning and Economic Development Finance Department Corporate Services

Trade Promotion and Sector Development Strategies

Strategy 1: Utilise external relations to attract investment and promote growth sectors

- Utilise external relations to attract investment and promote catalytic growth sectors. External relations are gaining momentum in strategic significance as municipal governments begin to play increasingly proactive roles as regulators and facilitators of economic development.
- The Municipality needs to articulate a new approach to managing inter - governmental relations in a manner that promotes Stellenbosch as a competitive global hub for economic, social and cultural activity that builds on its strategic location.
- Attracting investment in Stellenbosch's catalytic growth sectors, namely, agro - processing, financial services, corporate head offices, green industries, tourism and events and business process outsourcing.
- Future external relationship agreements and memberships of forums will be evaluated on the basis of the strategic value they bring to the Municipal area.

SUMMARY OF TRADE AND SECTOR STRATEGIES

	STRATEGY	DETAILS	LEAD ACTORS
STRATEGY 1	**Utilise external relations to attract investment and promote catalytic growth sectors**	• Develop a Strategic External Relations Policy. • Utilise external relations to promote Stellenbosch economic interests by prioritising: - Investment attraction in catalytic growth sectors	Planning and Economic Development Wesgro DEDAT CoCT

	- Promote Stellenbosch based businesses - Attract visitors - Attract large strategic events	Cape Winelands District Municipality

Sustainable Growth Strategies

Strategy 1: Develop and Implement a Comprehensive Green Economy Programme

Strategy 2: Promote and Implement Water Resilience (manage water conservation, supply, and demand)

Strategy 3: Promote and Implement Energy Resilience

Strategy 1: Develop and Implement a Comprehensive Green Economy Programme

- Develop and implement a comprehensive green economy work programme.
- Given the currently open-ended nature of the term 'green economy', one of the first tasks of the municipality will be to develop a working definition that is tailored to the local government context, and specifically, the socioeconomic and environmental conditions and priorities of Stellenbosch.
- Work with municipal departments to ensure compatibility between the terms 'green economy' and 'sustainable development' to ensure consistency in policy development and reporting.
- Develop a core position paper that can further refine related concepts and outline the municipality's key deliverables together with realistic targets.

Strategy 2: Promote and Implement Water Resilience

- Manage water conservation, supply and demand to ensure sustainability. Ensuring sustainable water utilisation that at the same time meets current needs in an equitable manner requires a multi-pronged approach that includes protecting and conserving existing freshwater supplies; expanding, upgrading and maintaining water distribution infrastructure; reducing loss by retrofitting and repairing existing facilities and replacing meters and water management devices.
- In addition, significant opportunities exist to augment supply via alternatives sources and reuse. in this regard, the municipality:
  - Promote rainwater harvesting using collection tanks –
  - Promote borehole extraction by small consumers for domestic gardening (only in non-sensitive groundwater areas)
  - Promote grey water re-use
- Ensuring sustainability of supply is one side of the coin. The other is managing demand to reduce wasteful consumption and encourage efficient use.
- The Municipality has paid attention to its own infrastructure and has successfully taken steps to decrease water demand within the organisation.
- Initiatives to manage water demand by citizens and consolidate conservation involve:
  - Rolling-out a consumer education programme focussing on the importance of conservation and the options available for end-use savings.

Strategy 3: Promote and Implement Energy Resilience

- Investigate options for an:
  - energy diversification program
  - promote energy efficiency program
- Electricity supply is dominated by the national grid, which relies predominantly on coal - fired electricity to provide for the country's needs.
- Opportunities also exist to explore alternative energy sources such as solar, wind and expanded gas power capacity. In a context of rising electricity prices. It is thus imperative that the municipality facilitates a shift towards greater energy efficiency in the Stellenbosch economy while also investigating options for diversifying the municipality's power sources to ensure the energy security needed to fuel economic growth in the future.
- To this end, the Municipality continue to implement the Energy and Climate Change Action Plan through a range of initiatives such as retrofitting with more efficient technologies (for example, energy-efficient public lighting) and continue to develop practical proposals to pursue alternative energy sources at scale. This may include engaging private project developers for large - scale electricity generation projects.

SUMMARY OF SUSTAINABLE GROWTH STRATEGIES

	STRATEGY	DETAILS	LEAD ACTORS
STRATEGY 1	**Develop and Implement a Comprehensive Green Economy Programme**	• Lay groundwork for programme by completing the following tasks: - Finalise working definition - Develop a position paper - Develop financing plan	Infrastructure Department

		• Develop a programme of work, focusing on: - Green manufacturing - Other green industries	
STRATEGY 2	**Promote and Implement Water Resilience (manage water conservation, supply and demand)**	• Develop two sub – program within this segment, with specific focus on: - Water conservation program where the focus here will be, promotion of rainwater harvesting, promotion of responsible borehole extraction, promotion of grey water re – use and lastly, expansion of treated effluent operations. - Water supply and demand management program where the focus will be on expanding, upgrading and maintenance of water distribution infrastructure as well as retrofitting, repairing and / or replacing of meters • Manage water demand and consolidate conservation: - Consumer education programme	Infrastructure Department
STRATEGY 3	**Promote and Implement Energy Resilience**	• Develop two sub – program within this segment, with specific focus on: - Energy diversification program, where our focus is on large scale alternative energy sources. - Energy efficiency program, where the focus will be on energy efficiency within Stellenbosch. • Develop and implement an Energy and Climate Change Action Plan • Roll – out energy savings communications campaign	Infrastructure

Tourism Development and Resilience Strategies

Stellenbosch Municipality will develop its tourism sector anchored in the following key principles:

a) Responsible Tourism Development

b) Maximising Partnerships

c) Whole Government Approach

Through these development principles our aim will be focused on the following:

- Renew focus on domestic markets
- Improve the ease of doing business for tourism businesses
- Raise the global profile of Stellenbosch as a preferred destination
- Identify and develop tourism infrastructure
- Drive geographic spread of tourism benefits throughout the municipal area
- Grow visitor number and yield
- Prioritise tourism development growth within the various towns in Stellenbosch

- Improve customer experiences (quality and service excellence)
- Develop industry partnership programmes though action platforms

Drawing from the NTSS of 2017, the Western Cape Government through its Tourism Blueprint 2030 have the following five components on which the Tourism Strategy is built on:

Strategy 1: Visitor Experience:

The business of providing services to visitors, for example, hotels, and restaurants, safety and security, banking, visitor information centres, etc.

Strategy 2: Tourism Infrastructure:

Infrastructure comprises of essential services, buildings and service institutions.

Strategy 3: Destination Marketing:

This is a form of marketing in which the destination is promoted to a potential visitor to increase the number of trips taken and revenue per trip.

Strategy 4: Tourism Product Development:

Product development focuses on the development and provision of experiences, services and infrastructure that exceeds customer expectations.

Strategy 5: Institutional Arrangement and Regulation:

This component governs the ecosystem concerning policy, as well as providing the model for clustering activities, and roles and responsibilities from both the private and public sector role players.

Below is a Top Layer summary of the Tourism Strategy

NTSS STRATEGY	PROVINCIAL STRATEGIC OBJECTIVE (BLUEPRINT 2030)	GOAL	PROGRAMME	ACTIONS / PROJECTS
1. VISITOR COMFORT, EXPERIENCE AND SERVICES	**VISITOR SERVICES:** **The business of providing services to visitors, for example, hotels and restaurants, safety and security, banking, visitor information centres.**	**ENSURING VISITOR COMFORT**	**Tourist Safety Program**	• Develop secure tourism activity zones in higher – risk areas • Launch a rent a cop initiative • Establish tourist victim support initiative • Establish community tourism safety forums in local tourism areas (this could be an EPWP linked initiative).
			Tourist Information Mobility Program	• Provide free Wi- Fi access at key tourist sites and congregation points. • Expanding special photographic points. Leverage on unique selling points i.e. history, culture, cuisine and diversity of the municipality. • Launch a Mobile Visitor Information Centre (VIC). • Expand and maintain road signage.

				• Continuously improving functionality and content of LTO websites.
2. FACILITATE EASE OF ACCESS	**TOURISM INFRASTRUCTURE:** **Infrastructure comprises of essential services, buildings and services institutions.**	**IMPROVING AND DIVERSIFYING ATTRACTIONS AND EXPERIENCES**	**Iconic Sites Improvement Programme**	• Assessing tourism conditions at and around existing iconic and historical sites and sites with iconic potential, e.g. Kylemore trails and waterfalls, Ida's Valley trails and the Pniel Tea Garden. • Devising improvement plans for each site. • Continuous monitoring of conditions at iconic and historic sites.
			Make Stellenbosch Sustainable - Program	• Strengthen the Universal Access in tourism initiatives, for example ensuing that the disabled and aged are accommodated in destination planning approaches such as ablution facilities, walkways, parking etc. • Ensure that Universal Access requirements are included in Municipal by – laws for tourism nodes.
			Spatial Planning Program	• Integrating spatial tourism concepts with the Municipal SDF.
3. DESTINATION MANAGEMENT PRACTICES –	**DESTINATION MARKETING**	**DESTINATION MARKETING**	**Joint Leisure Marketing Expansion Program**	• Formulating a collective Marketing Strategy.

ORGANISING EFFECTIVELY FOR GROWTH	**This is a form of marketing in which the destination is promoted to a potential visitor to increase the number of trips taken and revenue per trip.**		**Expanded MICE and Events Marketing Program**	• Expanding MICE (Meetings, Incentives, Conventions and Exhibitions) marketing focus and resources. • Build a strong partnership arrangement with Cape Town International Convention Centre (CTICC) and the University of Stellenbosch to promote pre – and – post business packages. • Leveraging maximum tourism value from sport and cultural events.
4. FFECTIVE MARKETING – GENERATING COMMUNITY INVOLVEMENT AND SUPPORT	**TOURISM PRODUCT DEVELOPMENT** **Product development focuses on development and provision of experiences, services and infrastructure that exceeds customer expectations.**	**GENERATING COMMUNITY INVOLVEMENT, BENEFITS AND SUPPORT**	**Cultures of Stellenbosch Development Program**	• Launching local areas cultural initiative • Setting up local Tourism Forums • Implementing various capacity development programs in selected local areas. • Packaging and marketing cultural experiences.
5. BROAD BASED BENEFIT - ENSURING INCLUSIVITY IN ALL TOURISM ENDEVOURS	**INSTITUTIONAL ARRANGEMENT AND REGULATIONS** **This component governs the ecosystem**	**ORGANISING FOR GROWTH**	**Tourism Partnerships Program**	• Engaging partners in a collective marketing initiative. • Forming a Stellenbosch Tourism Coordinating Cluster
			Stellenbosch Tourism Capacity	• Strengthening the tourism function in Stellenbosch

	concerning policy, as well as providing the model for clustering activities, the roles and responsibilities from both the private and public sector.		**Enhancement Program**	• Collecting and analysing tourism performance statistics and research • Increasing funding for tourism development and marketing. • Continuously monitoring progress achieved with implementing the Tourism Strategy.

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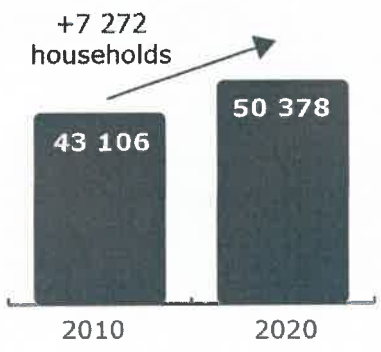
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APPENDIX 2

Local economic development in Stellenbosch municipality

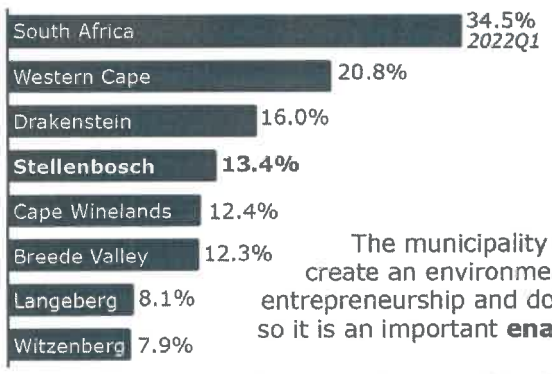
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Number of households



Source: Quantec, RSA Standardised Regional

Regional unemployment rates 2020 (%)



Unemployed persons
±11 500
(2020 est.)

The municipality has a responsibility to create an environment that is conducive to entrepreneurship and doing business. In doing so it is an important **enabler of job creation**.

Source: Quantec, RSA Standardised Regional Employment and Compensation

Service delivery in Cape Wineland Municipalities

Share of households

		Breede Valley	Drakenstein	Langeberg	**Stellenbosch**	Witzenberg
Electricity as main light source	2010	88,0	90,5	91,1	91,5	88,3
	2020	**87,5**	**94,7**	**94,1**	**92,2**	**93,2**
Refuse removal (at least once week)	2010	70,8	82,1	67,9	83,8	62,6
	2020	**74,5**	**85,9**	**71,6**	**86,7**	**69,8**
Access to flush/chemical toilet	2010	87,1	91,1	86,2	89,5	87,1
	2020	**88,4**	**93,5**	**89,0**	**91,1**	**91,7**
Piped water (at least 200m from dwelling)	2010	94,4	94,8	95,2	91,1	96,5
	2020	**96,2**	**98,5**	**97,8**	**94,4**	**98,4**

Source: Stats SA, General Household Survey

Number of households benefitting from free basic services

±6 817
(2019 est.)

Source: Statistics South Africa - P9115

Five largest sectors

Share of economic output (2020)

Business services	**19%**
Wholesale and retail trade	**11%**
Agriculture, forestry and fishing	**10%**
Manufacturing: food, beverages and tobacco	**8%**
General government	**7%**

Source: Quantec, RSA Standardised Regional Output at basic prices

Fastest growing sectors 2015 - 2019[1]



Communication | Finance & insurance | Wholesale & retail trade

Source: Quantec, RSA Standardised Regional Output at basic prices
[1] To exclude the impact of COVID-19.

Which sectors employ the most people?

Share of total formal employment (2020)



Source: Quantec, RSA Standardised Regional Employment and Compensation

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7.10	**RURAL MANAGEMENT: (PC: CLLR J WILLIAMS)**

NONE

7.11	**MUNICIPAL MANAGER**

NONE

8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**

NONE

9.	**URGENT MATTERS**

10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**